NOVEMBER 28, 1959. VOL. CCXXIII. No. 5750

THE SPHERE

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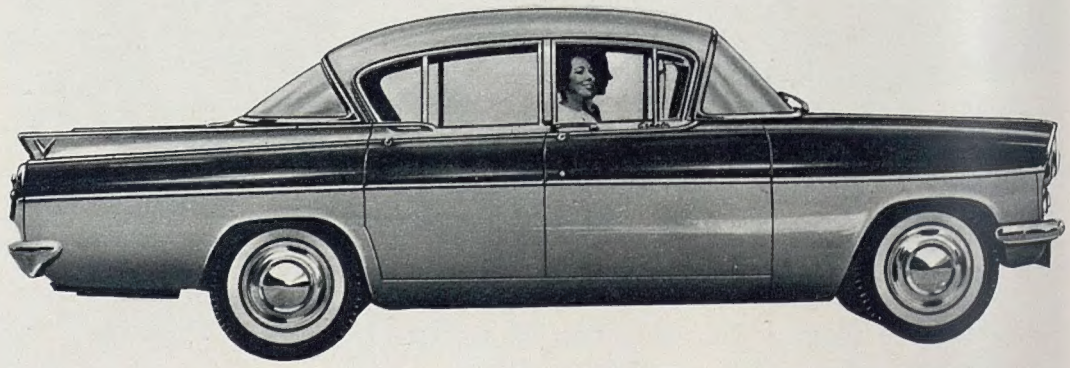

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Volume CCXLIII No. 3156

THE

SPHERE

LONDON, November 26, 1960

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With which are incorporated *The Graphic* and *Black & White*

MR. KENNEDY AND MR. NIXON

Escorted by security guards, the President-elect and the Republican Vice-President he so narrowly defeated in the U.S. Presidential elections, walk through the grounds of the Key Biscayne Hotel in Florida. Mr. Nixon was on holiday at the hotel and Mr. Kennedy, also on holiday in Florida, suggested that the two of them should meet. The move, on Mr. Kennedy's part, was believed to be unprecedented. Following the meeting, speculation was rife that Mr. Kennedy might wish to include several leading Republicans in his Administration. While in Florida, Mr. Kennedy was studying a special review, written by Mr. Adlai Stevenson, of the problems likely to confront the U.S. in the near future. It was reported that he had asked a second opinion from Mr. Allen Dulles, who is being retained as chief of the Central Intelligence Agency (which was responsible for the U-2 reconnaissance flights). Immediate problems facing the administration could be divided in two: economic, the outflow from the U.S. of gold and dollars; and foreign policy—the continued unrest and rebellion in Asia and Latin America. Mr. Kennedy later flew to Texas to confer with his Vice-President-elect, Lyndon Johnson

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NEWS SUMMARY

Politics and epidemic in Britain; The visit of Mr. Macmillan to Italy; U.S. gold losses; China and the A-bomb; Japan's election

GREAT BRITAIN

Sir Winston Churchill's doctors stated last Sunday that they were " very satisfied " with his condition. He had broken a small bone in his back in a fall in his London home five days earlier. Sir Winston will be eighty-six next Wednesday (November 30).

In the seven by-elections last week, the Conservatives retained six of the seats, their narrowest majority being 641 over Labour at **Bolton East.** In four of the other polls, however, the Liberals made a better showing than the Socialists. Labour's one victory was, as expected, at **Ebbw Vale,** Mr. Michael Foot being elected in succession to the late Mr. Bevan. In the House of Commons it is generally expected Mr. Foot will become leader of his Party's unilateralist wing. In speeches last week-end several Labour chiefs attributed the Party's lack of success in the by-elections to the divisions over defence and nationalisation policies. The Parliamentary Labour Party in its vote for the " Shadow Cabinet " gave massive support to Mr. Gaitskell. Only two known anti-Gaitskellites were elected—Mr. Harold Wilson, who was ninth on the list of twelve (last year he was first), and Mr. Fred Lee, who was last. He had previously unsuccessfully opposed Mr. George Brown for the Deputy Leadership.

At the beginning of this week the worst epidemic of foot-and-mouth disease since 1952 was continuing to spread. A total of 150 outbreaks had been reported throughout the country. Farmers receive compensation at market value for stock destroyed. Such sums cannot cover their real losses.

ITALY

Mr. Macmillan arrived in **Rome** on Monday for three days for the first formal visit of a British Prime Minister since Mr. Chamberlain's controversial journey in 1939. He was accompanied by Lord Home and they were to have talks over two days with Signor Fanfani, the Italian Prime Minister, and Signor Segni, his Foreign Minister. Subjects to be discussed included East-West relations; the economy of Western Europe, with special reference to the Six of Common Market (of which Italy is a member) and the Seven of the European Free Trade Association (among which is Britain) and the possibilities of improving Anglo-Italian trade; Berlin (Herr Brandt, the West Berlin Burgomaster, was in Italy last week); and Somalia. This newly independent East African state consists of the former territories of British and Italian Somaliland. Both Britain and Italy are anxious to assist in its economic development. On Wednesday Mr. Macmillan and Lord Home were to have an audience with the Pope.

FRANCE

On November 16 President de Gaulle announced his intention of holding a national referendum next January on his plan for an independent Algeria. In the following days criticism was voiced from many quarters. The F.L.N. (the Algerian Nationalist organisation) and the French Communists rejected the proposal. M. Mollet and the Socialists were hostile, arguing that the referendum was unnecessary because the right of Algeria to self-determination was already accepted in France. On the Right Wing the supporters of the policy of "Algeria is French" were loud in their disapproval of the President.

At the beginning of this week all the defendants in the trial of those accused of plotting the rising in Algiers last January had been granted provisional liberty. The proceedings are expected to last some time. Among those who were provisionally freed was M. Lagaillarde, alleged to be the leader of the January plot.

U.S.A.

Up to the middle of this month, U.S. gold losses for the previous twelve months were reported by the Treasury in Washington to be in the region of £220,000,000. To stem this drain on gold reserves President Eisenhower declared last week that the number of Servicemen's families abroad would be drastically reduced and that there would be substantial cuts in all military buying abroad. On Sunday further measures were announced, including restrictions on travel for diplomatists from January 1 next. Mr. Anderson, the Secretary of the Treasury, and Mr. Dillon, Under-Secretary of State, set out for a tour of Western Europe. In Bonn, Paris and London they were to discuss the question of West Germany,

Mr. Nyerere, Chief Minister of Tanganyika, sits with Mr. Macleod in the Colonial Office in London. It was understood Mr. Nyerere outlined his plan for a Federation of Tanganyika, Kenya, Uganda and Zanzibar

France and Britain making larger contributions for foreign aid and defence.

MOROCCO

Reports from Rabat last week that Morocco had reached agreement for the supply of arms from the Soviet Union followed closely on the news of Russian arms being purchased by Sudan.

Outside Morocco, Mr. Balafrej, the former Prime Minister, set out on an international mission on behalf of the King of Morocco, to gain support for his country's claims to Mauritania (due for independence next Monday, November 28). In London, where he saw Mr. Macmillan and Lord Home, it was understood he received no encouragement. Mr. Balafrej's next stop was Moscow.

CHINA

According to reports circulating in **Tokyo,** the first Chinese atom bomb is to be exploded by the end of next year. Under the programme, set up by Pekin, the first Asian atomic device was due to be produced by the end of 1962. But reports stated this had been speeded up, possibly after the agreement for " scientific co-operation " between the U.S.S.R. and China was signed at the beginning of this year.

JAPAN

In the eighth election since the war for the Lower House of the Diet, the balance of power was little altered. It was generally expected that Mr. Ikeda, the Prime Minister, and his Liberal Democratic Party, would obtain about 300 seats out of 467. The Liberal Democrats could not lose the election, since their main rivals, the Socialists, only put up 186 candidates. A party obtaining two-thirds of the seats is empowered to alter the constitution, but even if Mr. Ikeda obtained this, it was believed unlikely that he would attempt any revision. The Japanese Prime Minister said before the elections that he wanted to avoid controversial legislation and would not revise the security treaty with the U.S. which led to the riots earlier this year.

Japan has more than 56,000,000 registered voters. Women outnumber men by over 2,500,000.

SOUTH-EAST ASIA

In **Vientiane,** the administrative capital of Laos, Prince Souvanna Phouma, the neutralist Prime Minister, announced that his Government was to seek economic interchanges, possibly including direct aid, with China and North Vietnam. (He has already established diplomatic relations with Moscow and signified his readiness to accept aid from Russia.) These were moves designed to make possible a *rapprochement* with the Communist Pathet Lao movement in Laos, led by Prince Souphanouvong. The Laotian Premier flew to Sam Neua, the northern province of Laos, for discussions with Prince Souphanouvong, on the creation of a Coalition Government. In recent weeks, three-cornered strife has intensified between the neutralist Government, the Pathet Lao and the pro-American military group led by General Phoumi Nosavan. Last week, General Ouane Rattikhone, then Prince Souvanna Phouma's chief of staff, went over to General Nosavan.

The continued crisis in Laos and the abortive revolution in South Vietnam have had repercussions throughout South-East Asia. In **Bangkok,** capital of Thailand and the headquarters of SEATO, military advisers to the Thai Government demanded that the U.S. take action against Laos and warned that Thailand "was losing her faith in SEATO." Throughout the countries built up with U.S. aid to form an anti-Communist bastion in South-East Asia there has been evidence that neutralist policies have been gaining ground. In South Korea, the New People's Party, with sixty-five seats in the Lower House of the Parliament, for the first time announced a policy of renewing relations with Communist North Korea. In **Seoul,** South Korea's capital, there has been public sympathy for a policy of neutralisation for both halves of Korea.

Under the South-East Asia Collective Defence Treaty, signed at Manila in 1954, by Australia, France, New Zealand, Pakistan, the Philippines, Thailand, the U.K. and the U.S.A., the treaty covers the area in South-East Asia of the signatories and the general area of the South-West Pacific. A protocol to the treaty states that Cambodia, Laos and the free territory under the jurisdiction of South Vietnam are included in this area.

TWO NEW WEEKLY FEATURES start in this issue on page 374. " Industry and the Stock Market " assesses industrial potentialities as they affect the market; " Good Living " diverts on various aspects of dégustation.

THE NEWS IN PICTURES

THE MARRIAGE OF THE MARQUIS OF MILFORD HAVEN

Mr. Oscar Kambona, Tanganyika's Minister of Education, leaves St. Paul's Cathedral, London, with his bride, Miss Flora Moriyo, after their marriage. They were the first Africans to be married in the Cathedral. After the ceremony last week, which was conducted by Canon L. J. Collins, a nuptial mass was celebrated. Among those at the wedding was Mr. Julius Nyerere, who is the Chief Minister of Tanganyika

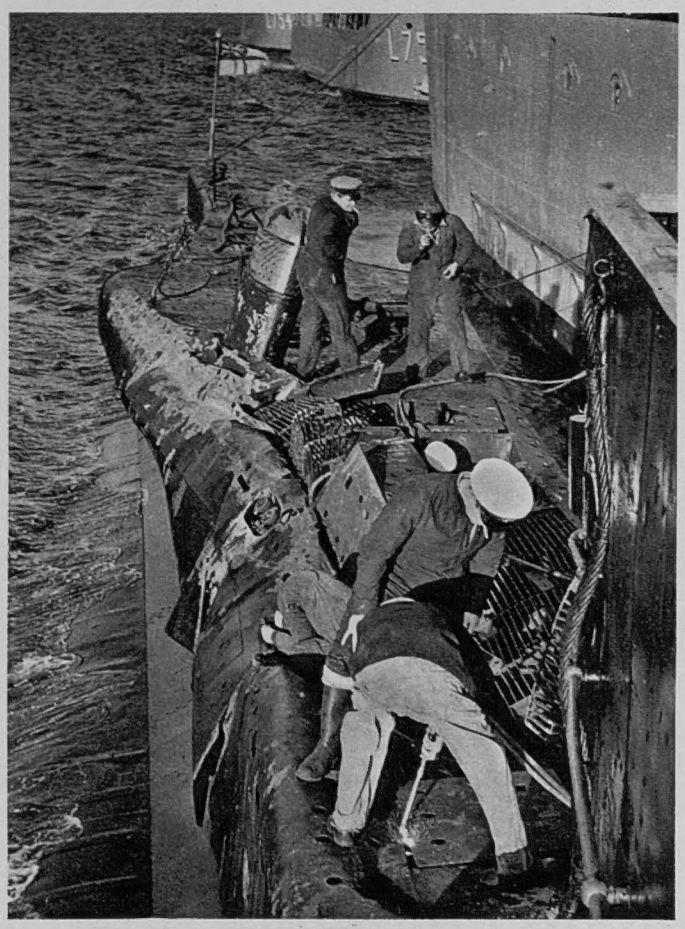
Far left: Seen after their wedding at St. Andrew's, Frognal, Hampstead, are the Marquis of Milford Haven and his bride, Miss Janet Bryce. Miss Bryce is the daughter of the late Major Francis Bryce, and Mrs. Bryce of Hamilton, Bermuda. The guests included Queen Louise of Sweden, Lord and Lady Astor, and Earl Mountbatten and his daughter, Lady Pamela Hicks

Right: THE FIRST AFRICAN WEDDING AT ST. PAUL'S

A WARTIME TANK CAPTURED BY THE BRITISH IS RETURNED TO THE GERMANS

At Bovington, in Dorset, General Sir Richard McCreery, Chairman of the Trustees of the Royal Armoured Corps Tank Museum, stands at the microphone as he formally hands over to the new West German Army a tank captured from the wartime German Afrika Korps in the Western Desert. **Far left:** With the tank in the background, Sir Richard (second from right) presents a commemorative scroll to Herr von Herwarth, the German Ambassador in London. Looking on are Brigadier Harding Newman, Commandant of Bovington Camp, and Lieut.-Colonel Kraus, the German Military Attaché in London. In the precise repainting of the tank at Bovington, swastikas were drawn in the Korps signs. They were hastily removed before the ceremony

A TRAINER AIRCRAFT CRASHES IN BEDFORDSHIRE



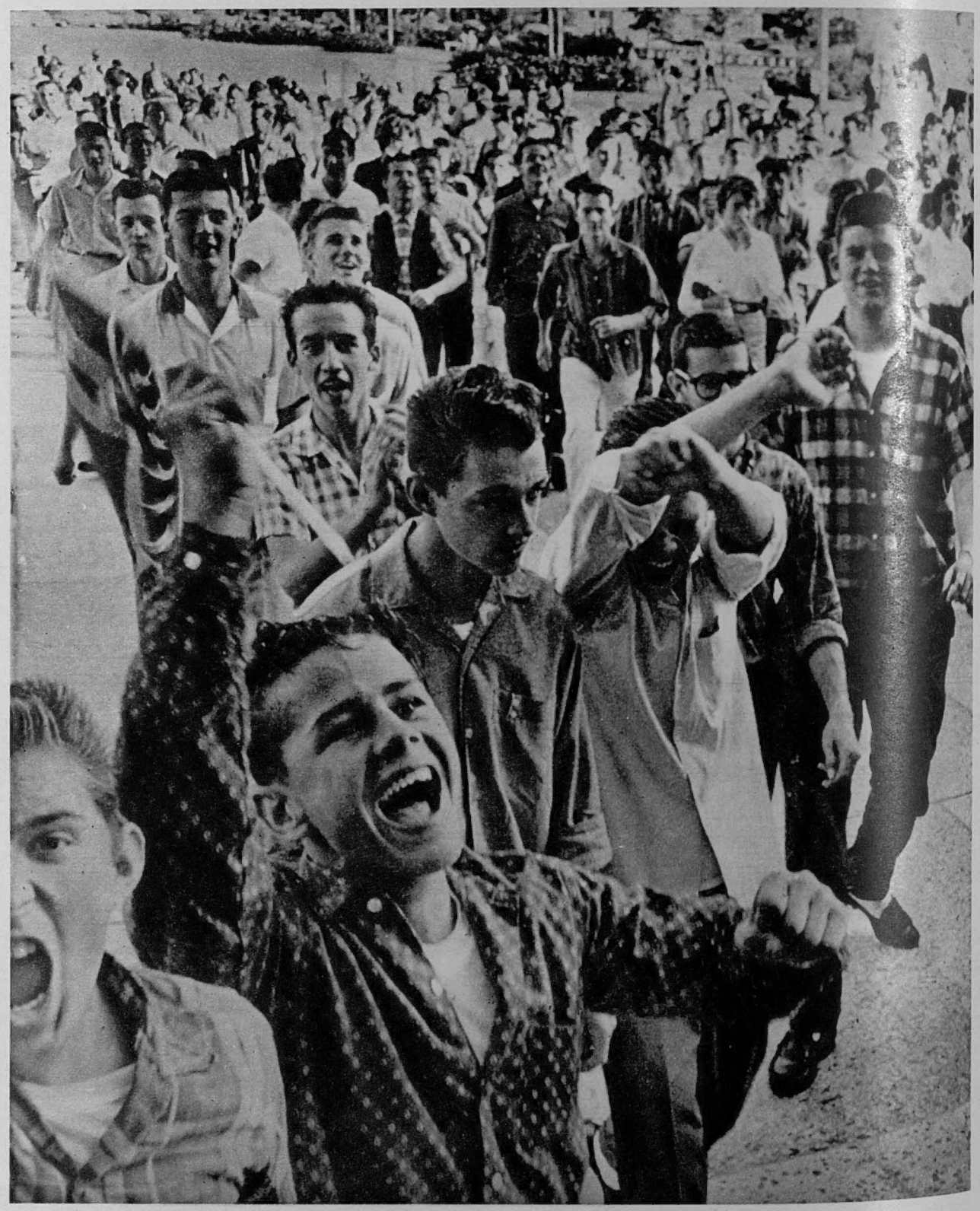
A SUBMARINE DAMAGED DURING NAVAL EXERCISE

Royal Navy engineers use steel-cutting equipment on board H.M. Submarine *Thule* at Portland, Dorset. *Thule* was involved in a collision off Portland Bill last week with the 3,000-ton fleet tanker *Black Ranger*. Both vessels were taking part in exercises in the Channel. The submarine suffered extensive damage to her casing, periscope and snorkel, but none of the crew of five officers and sixty ratings was injured. *Thule* had been making a mock attack on *Black Ranger* at the time of the incident. She surfaced after the collision and returned to Portland naval base under her own power

Far left: Firemen inspect the twisted wreckage of a Hunting Provost jet trainer as it lies embedded in mud and water on open land near the Bedfordshire village of Langford. It was reported that the aircraft, which is a two-seater, exploded about 10,000 ft. above the village. The pilot, Mr. Jack Overbury, was killed. Before joining Huntings last year he was senior test pilot with Saunders-Roe

THE FIRST PHOTOGRAPH TO BE RELEASED OF THE ACTUAL CATCH OF A SATELLITE CAPSULE

Over the Pacific Ocean near Hawaii, an American C-119 Flying Boxcar aircraft successfully makes the second catch ever achieved of a capsule ejected from a satellite in orbit. It had floated down into the recovery area on a parachute, which was caught by a dragline trailed from the aircraft. The capsule is extreme bottom left, with its parachute above and to the right. The gold-plated, 300-lb. instrument package was ejected from the Discoverer XVII satellite while it was on its thirty-first orbit, a little more than two days after it was fired from Vandenberg Air Force Base in California. After the capsule was ejected, reverse rockets were used to slow its speed. This success was the second try by the U.S. Air Force using its new satellite, called Agena B. The first attempt, with the satellite Discoverer XVI, failed because the satellite did not go into orbit. With the previous model, Agena A, only one aerial catch was achieved, on August 19. Another capsule was recovered from the sea. The capsules are designed to bring back to earth photographic films and other data, too detailed or secret, to be transmitted by the satellite. Discoverer XVII was reported to be longer and heavier than previous satellites in the series and able to change its direction by re-starting its rocket engines



RIOTING IN NEW ORLEANS OVER NEGROES' ADMISSION TO WHITE SCHOOLS

Crowds of shouting teenagers march through the streets of New Orleans towards the City Hall and the offices of the city's school board. It was estimated that about 5,000 white mothers and teenagers took part in the march, joined by a long cavalcade of cars. Outside the buildings fire brigade vehicles were lined up and firemen turned their hoses on the crowd. The police arrested a large number of people during the disturbances. Trouble started in New Orleans after the first attempt to end race segregation in New Orleans' schools. A long, bitter legal battle has raged, and continued to rage last week-end, over the Louisiana State Legislature's attempts to carry out legislation designed to stop desegregation. In emergency session the Legislature voted to take over the New Orleans school board and to declare a school holiday. The Federal judge, Mr. J. Skelly Wright, issued a restraining order enjoining the Legislature not to carry out such legislation and the school boards refused to be taken over and opened as usual. Four six-year-old Negro girls were escorted to school by policemen. Subsequently, the majority of white parents removed their children from the schools—out of a total of 1,000 only about sixty were left. Trouble started when the White Citizens' Council held a mass meeting attended by about 4,500 people out of a population of 700,000. After a number of inflammatory speeches, the Council called for the protest march through New Orleans. During this, one Negro boy was stabbed and another was attacked. New Orleans has been regarded as a test case for the whole of the Deep South, under order to integrate its schools

THE NEWS IN PICTURES

Dr. Nnamdi Azikiwe, the new Governor-General of Nigeria, is sworn in by the Chief Justice of the Nigerian Federation, Sir Adetokunbo Ademola. Thousands of Nigerians watched the ceremony, which took place at Lagos racecourse last week. In a speech Dr. Azikiwe called upon all Nigerians to help to make a great African nation. He said that the challenge to the country as a free state in the twentieth century was the need to reassert fundamental human rights in Africa. He asked that all the country's leaders should dedicate their lives to this task, and that the bitterness and recriminations of the past should be forgotten. Dr. Azikiwe, who is Nigeria's first African Governor-General, has been approved by the Queen to be a Member of the Privy Council

Far right: Sir James Robertson, the retiring Governor-General of Nigeria, and Lady Robertson talk to Sir Abubakar Tafawa Balewa and Alhaji Sir Ahmadu Bello (extreme right), Prime Minister of the Northern Region. They were at a reception in Lagos, which was given the day before Sir James left for England

THE FIRST AFRICAN GOVERNOR-GENERAL OF NIGERIA SUCCEEDS SIR JAMES ROBERTSON

At Amman, in Jordan, cars pass under a ceremonial arch on the new highway between Amman and Aqaba. The 200-mile-long all-weather road was inaugurated by King Hussein. In a speech at the ceremony, the Jordan Prime Minister, Bahjat Talhouin, thanked Great Britain for its financial help. The project cost approximately £2,700,000

AMMAN-AQABA ROAD IS OPENED

Far right: General George Grivas, one-time leader of Eoka, the Greek-Cypriot Nationalist movement, is chaired by his supporters in Athens. He was at a Liberal party political rally which was held in celebration of the fiftieth anniversary of the party's foundation. It was announced from Athens that the political movement launched by General Grivas had secured representation in the Greek Parliament when a number of opposition deputies declared adherence to the movement

GENERAL GRIVAS IN ATHENS

NORTH VIETNAMESE IN INDONESIA

The President of Indonesia, Dr. Sukarno (standing, left centre), joins in the handclapping and chanting during the visit to his summer residence at Bogor of a cultural mission from North Vietnam. The group chanted "Long Live Sukarno, long live Ho chi Minh" (the president of the communist Democratic Republic of North Vietnam). While the cultural mission was visiting Indonesia, they paid a courtesy call on Dr. Sukarno, who as well as being President is the Prime Minister of Indonesia. The mission performed Vietnamese songs and dances

In Saigon, capital of South Vietnam, an armoured car blazes in the street, during the abortive uprising

Rebel paratroopers, surrounding President Ngo Dinh Diem's Palace in Saigon, are watched by the crowd

Led by a police contingent, demonstrators in favour of the Vietnamese President march through the capital

Violence flared up in many parts of the world: Communist influence was alleged to be the cause in many instances. Last week there was a lull in exchanges between leaders of the East and West—the U.S. had started on the hiatus between one Presidency and the next, and Soviet leaders were meeting the Chinese in secret conclave in Moscow. But there was a great deal of activity in the rest of the globe.

In South Vietnam, the autocratic regime of President Ngo Dinh Diem, which has been supported by U.S. economic aid, survived a short revolt by paratroopers. In an attempted, mismanaged *coup*, the rebels surrounded the Presidential Palace in Saigon and demanded the President's surrender. He refused. There was little open support for the revolt: crowds treated the incident as entertainment and stood watching the fighting.

Central America was also the scene of short-lived military revolts. In Guatemala, a group of officers led forces which captured three important towns, Puerto Barrios, Matias Galvez, and Zacapa. President Ydígoras Fuentes organised his military forces very quickly, and many of the rebels fled to Honduras. Guatemala announced that she would formally accuse Dr. Castro's Cuba of complicity in the left-wing rebellion before the Organisation of American States. Guatemala was the scene of a notorious *coup* in 1954, when the extreme left regime of President Arbenz was overthrown with the alleged help of the U.S.

In Nicaragua, President Somoza, whose family has been in power for thirty years, rapidly put down a revolution aimed to overthrow him. He reported invasion threats from Honduras and Costa Rica, allegedly backed by Dr. Castro. Both Guatemala and Nicaragua appealed to the U.S. and President Eisenhower sent an aircraft carrier, *Shangri-La*, and other ships to patrol the Caribbean. In Washington, there were reports that Mr. Khrushchev had warned Dr. Castro to stop alienating Latin-American countries and cease from her provocation of the United States.

In the Congo a number of tribal massacres and attacks on U.N. troops and white officials were reported. The United Nations Afro-Asian conciliation commission said that it would leave for the Congo in spite of President Kasavubu's opposition. At the United Nations, in New York, the question of whether President Kasavubu and his delegation should be seated as spokesmen of the Congo divided the forty-five-nation Afro-Asian Group. Ghana, Guinea, the U.A.R. and India were opposed to President Kasavubu; many French African states were favourable to him; and the rest wanted to postpone a decision.

Moroccan troops of the U.N. force watch a demonstration outs

On the Nicaragua/Costa Rica border a captured Nicaraguan rebel still carries his rifle

President Ydígoras Fuentes, of Guatemala, rides into Zacapa on an armoured car at the end of the brief revolution, which had been instigated by a group of army officers

WORLD OF VIOLENCE

Left: In Albertville, in the province of Katanga, Congo, a wounded soldier of the Irish U.N. contingent lies on a stretcher at the airport. He was a member of a U.N. patrol ambushed by Baluba tribesmen. Nine of the eleven in the patrol were killed

Below: A Congolese is beaten up by fellow Congolese in the streets of Leopoldville. He had opposed a demonstration in favour of the release of Mr. Kamitatu, Governor of Leopoldville Province. Mr. Kamitatu was arrested by troops commanded by Colonel Mobutu but was later released

the U.N. headquarters in Leopoldville, capital of Congo

JOHN CONNELL

THE DILEMMA IN AFRICA

When the Conference to review the constitution of the Central African Federation opens early next month, the British delegation will be led by Mr. Macmillan himself. He does not intend, I understand, to make this a formal gesture, with a benevolent blessing at the plenary session and courteous thanks on winding-up day. He has decided to take an active part, day after day, in the discussions, which are bound to be highly argumentative and of crucial importance.

This is a rare and highly significant decision, which underlines the Prime Minister's awareness of the responsible and difficult nature of the tasks which face him and his Government in Africa at present. He will be supported throughout by two senior Ministers, Mr. Sandys and Mr. Macleod, both men of great ability and great forcefulness of character, between whom, however, the contrast is marked. Mr. Macleod has courageously shouldered his share—perhaps more than his share—of the burden of what he regards as the Government's absolute duty, which is to effect the transfer of power in Africa to African hands as quickly and as thoroughly as possible, whatever the cost, because he believes that the cost of not transferring power would be heavier and far more terrible. There is an intensity of purpose about Mr. Macleod, which, deeply as I disagree with him, I cannot but admire.

His face to-day wears habitually the expression, at once haunted and hunted, of a man who is utterly dedicated to a cause greater than himself; he knows that this dedication may bring suffering to many for whom he has affection and sympathy, but he cannot let himself relax his determination. If you go to the Scottish National Portrait Gallery —for me a school in which I have learned far more of the history of my country and my people than in any textbook—you will see faces similarly branded, those of the Scottish statesmen and politicians of the turbulent, tormented seventeenth century.

There is a strong seventeenth-century strain in Mr. Sandys' character, too. The steel in him is masked by an elegant charm, half twinkling, half melancholy; he has an air of relaxation; he can give attention to an agreeable out-of-office pastime, like the Civic Trust; but he is no trifler, he is thorough, tough and quietly ruthless.

These two men and the Prime Minister, with his subtle and complicated character, his brooding and powerful purpose, sustained by a first-rate intellect and a spirit at once playful and sombre, compose a formidable trio. Together they confront as difficult and potentially as dangerous an issue as any which a group of British statesmen has faced since the war. The Socialist Cabinet Mission in India in 1946 offers the closest analogy in our recent history, and it cannot be called altogether encouraging. But there is, at present, a much more precise parallel: the French Government's wrestling with the Algerian problem, to which on this page I have recurred more than once. The fate of de Gaulle, of his administration, perhaps of his whole political and constitutional system, is linked inextricably with that of Algeria.

Sir Edgar Whitehead, the Prime Minister of Southern Rhodesia, addresses a Press conference in Salisbury, the federal capital

The President has bravely and deliberately chosen to travel the stormy road of " Algérie Algérienne "; the agonising conflict which this decision has provoked, among metropolitan Frenchmen as much as among the *colons*, any lover of France watches with sorrowful fascination; but how many of us realise that the fate of the Government, and of the Conservative Party as a whole, depends, in no less a degree, on what kind of a solution is attempted in Central and East Africa? For this is not a secondary issue; it goes to the roots of Conservative belief and principles. It is not a matter of clinging to outworn concepts of imperialism (which is what the Conservative Party's critics say); it is the consciousness of the likelihood of our abandoning many thousands of our own people—including the personal friends and relatives of many of us—to the control of African nationalist leaders who are reckless, inexperienced, ambitious and vindictive.

What dissimilarity is there between this dilemma and that of de Gaulle and his Government confronted with the abandonment of French *colons* to the mercy of Ferhat Abbas and his associates? Of course partnership, in mutual trust and co-operation, is the real solution, in East and Central Africa as much as in Algeria. But it needs time—a great deal of time—to create and stabilise the trust on which to build that partnership, and time in Africa, which in my young boyhood seemed timeless, is the one commodity that is completely missing nowadays. There is at present deepening suspicion between the races, and sharpening fear. It is illusory to believe that, on such a foundation, it is going to be possible to build partnership in a scurry and a rush.

It is far worse than illusory, it is wicked, in my view, to pretend that the African politicians, who know that power is almost within their grasp, are benevolent, noble and far-sighted statesmen, or are men of the calibre of Nehru and Jinnah. The veneer of reasonableness is on all of them extremely thin; and frequently, even now, it cracks. The more apparently sophisticated and " moderate " they are, the graver is the shock over each such crack.

The opening gambits in the campaign before the forthcoming election campaign in Kenya should not have been difficult to foresee. But when a clutter of Kikuyu sallied into Masai territory to hold a meeting, in support of what the Masai believe to be an effort to establish Kikuyu domination, and there was a riot, with a fair accompaniment of bashed skulls and bloody noses, the wail of dismay from the advocates of a swift and total transfer of power rent the welkin. Early last week Mr. James Gichuru, the President of the Kenya African Nationalist Union, who has lately been on a make-friends-and-influence-people trip to the United Kingdom and has sought to impress the silly-billies with his " moderation," said at a mass-meeting in Naivasha: " We are no longer begging for *uhuru* (freedom) from the Europeans and Asians. They will soon have to kneel before us."

A great deal of ingenious effort was immediately expended in trying to explain this remark away. Surely it was just a flamboyant use of metaphor; was it a mis-translation from the Swahili in which Mr. Gichuru spoke? I fear that I am little impressed by those dippings into the whitewash bucket. I have learned one grim lesson: when power-seeking demagogues use phrases of this order, they have an uncomfortable habit of meaning literally what they say; and a painful re-reading of the reports of the Belgian Commission, the body which investigated the atrocities occuring just after the transfer of authority in the Congo, reinforces this conviction.

Dr. Hastings Banda, another greatly boosted " moderate," announced firmly when he reached Accra, via Leopoldville, on his way to London for the Central African Conference, that these atrocities never happened at all; they were, he said, the inventions of Belgian propagandists. His veneer of moderation I am, for my part, beginning to find singularly unconvincing. As a graduate in medicine of Edinburgh University, who formerly had a big and successful practice in the United Kingdom, and as an elder of the Church of Scotland, he has until lately carried about with him a considerable aura of respectability. He is now saying that he is only coming to London out of respect to Mr. Macleod, that great Christian gentleman whom he so much admires, and that he is not going to negotiate about secession for Nyasaland, he is going to get it.

Just after the Doctor departed from the Federation a new and profoundly disquieting aspect of his campaign—and of his character—was revealed. The Federal Minister of Health, Mr. B. D. Goldberg, said to the Assembly in Salisbury: " Dr. Banda has told the Director of Medical Services in Nyasaland that he could offer no co-operation in health matters, such as preventing the spread of smallpox among Africans who have been intimidated into resisting inoculation. It appears that Dr. Banda is determined that political considerations should overshadow the lives of his people."

In a man who has taken the Aesculapian oath this is surely—to put it as charitably as possible—a tragically misguided determination. But it is a measure of the harshness of the dilemma which faces those who have to attempt to settle East and Central Africa's political and constitutional future. Are hands like Dr. Banda's the right hands into which to transfer power—power over his own people which he already wields in so intransigent and negative a fashion, to say nothing of power over our people? Various constitutional adjustments to the framework of the Federation are, on the surface, the theme and purpose of the forthcoming Conference; but beneath that surface there are real, comfortless questions, of honour and loyalty to those of our own stock, to whom we bear the simple, ultimate responsibility of brotherhood, and of life and death, which in the final resort the electorate of the United Kingdom will have to answer.

Hunter 6's of the Black Arrows, probably the world's most famous aerobatic team, fly in line abreast on their last flight

THE FIRST AND THE LAST

An historic photograph, taken at Northolt in 1938, of the Black Arrows' predecessors in 111 Squadron, flying Hurricanes

The Black Arrows of 111 Squadron, the R.A.F.'s senior aerobatic squadron, made their last flight together earlier this month. During the farewell sortie from their base at Wattisham, Suffolk, the squadron emulated their predecessors of "Treble One" by repeating the line abreast formation, already a classic when 111 was the first squadron to be equipped with Hurricanes twenty-two years before. Charles E. Brown's historic photographs, taken in 1938 at Northolt and in 1960 at Wattisham, span the years of progress and change in the R.A.F.'s fighting aircraft. At about the time when the Northolt photograph was taken, Squadron Leader Gillan made a record flight in a Hurricane from Edinburgh to London in 41 mins. A rough estimate of the time a Hunter 6 would take on the same flight would be about 28 mins. Pilots of the Black Arrow team are now being posted to other units and the squadron is being re-equipped with Lightnings. Since it became Fighter Command's senior aerobatic team in 1957, 111 has given 150 shows in many parts of the world. It was led first by Squadron Leader (now Wing Commander) Roger Topp, and then by Squadron Leader Peter Latham. The squadron's place as senior aerobatic team will be taken, it is believed, by 92 Squadron stationed at Middleton St. George, near Darlington.

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2

YOUTH AT THE HELM. Young Mr. Kennedy will have plenty to think about before the New Year. He cannot please everybody, and in arranging his policies, at home and abroad, to cash his election promises, he must soft-pedal here and pull out the stops there. To hold highest office is a great opportunity to do good and to make world history, and personality has perhaps counted more for positive good among American Presidents than among world leaders of other races, as has *lack* of strong personality for negative results. Mr. Kennedy has youth and strength on his side. I feel he will be master in his own house. He starts with the enormous advantage in East-West relations that no personal antipathy yet separates him from Mr. K. Mr. K. only asks him to be a Roosevelt, and all may be harmoniously arranged. He has yet to meet Mr. Macmillan, a forceful elder statesman with whom he has oblique family connections. Those who have felt that Eisenhower's prestige has somehow contributed to chain Britain to America's chariot will anticipate a more equal partnership between the two in 1961. There has never been any question of scuttle from any department of the Western Alliance and Mr. Kennedy has constantly stressed his determination to resist Communist pressure. That America must remain strong no Western nation can ever question. Relieved of a bitter clash of personalities, the new President's relations with Mr. K. have perhaps a better chance of improving. If he proves master in his own house, the suspicion of being led by his military advisers will fade. I suppose that we in Britain base our belief that in recent years American prestige has declined (a contentious point which Mr. Kennedy did not fear to reiterate) with the U.S. failure to relieve the atmosphere of suspicion. We have never asked America to relax precautions. We have wished she could *talk* less about Russian lack of faith and warlike intentions. More than anything else, we have deplored the chorus of unofficial "spokesmen" in the U.S.A. who anticipate and ridicule such new proposals from the U.S.S.R. before the President can courteously examine them.

A NEW PAGE. If Mr. Kennedy will be master in his own house, he may succeed in silencing this heady chorus. If the liberal outlook which he has indicated in his long campaign proves to be in his make-up, a good many benefits may come. Communist China may no longer be excluded from the U.N.; her election is now an essential step forward in U.N. effectiveness, and essential oil on the troubled waters of East-West relations. This in turn would smooth the way to one more effort to secure mutual inspection agreement before resuming the nuclear insanity. Nearer home, Mr. Kennedy's attitude on the colour question should satisfy not only Britain but a great part of Africa and Asia. I daresay his election is not to be a turning point in history, but it may lead to the dawn of saner relations between the two giants whose quarrels and fears bedevil civilisation. I wish him well. I am not so clear that President and Congress will work henceforth hand-in-hand. Americans are very politically minded, the two parties are about equally divided, vote for vote, and the election was an even nearer run thing than was Waterloo. But I imagine every sane man and woman in the States and among the Western nations cries out for that "wind of change" and prays for the turning of the blotted page and the filling of a clean sheet with more lucid and sensible prose.

The Queen Mother talks to Tommy Steele (who is appearing in *She Stoops to Conquer*) during her visit to the Old Vic on the tenth anniversary of the theatre's reopening. Centre is Mr. Michael Benthall, director of the Old Vic

LONGER HOURS FOR LIGHT AND LIQUOR. As a nation, we are forever complaining of antiquated restrictions and growling for their removal in times more modern and realistic. When at last we get our way, some of us begin to look the gifts in the mouth. Summer-time, for instance. We are to have six more weeks of this quite modern institution, which may be no great comfort in bitter spring weather and may be rather regretted when cosy people in autumn begin to look forward to tea by the fireside with the curtains drawn. However, if the farmers like it, the farmers matter most, and daylight-saving does reduce our electricity charges a little. Then longer drinking hours: we have long complained that our licensing laws are a genuine antique, the scorn of foreigners and tourists. And now that cheap gin is an ugly memory and mass drunkenness no longer a problem, perhaps the magistrates and the patrons of the locals will welcome extension of

Left: The Duke of Edinburgh watches trainees demonstrate their skill in tying knots during his visit to the Training Ship *Arethusa*, at Rochester, in Kent. After the Duke's recent visit to the "Mural Art To-day" exhibition at the Victoria and Albert Museum, our report stated the exhibition was to close in December. The closing date is, in fact, January 15, 1961

The Queen walks through the cloisters on her arrival at Westminster School, accompanied by the Headmaster, Mr. J. D. Carleton. Queen Elizabeth and the Duke of Edinburgh visited the school during celebrations of the 400th anniversary of its re-founding in 1560

hours. But not, surely, all the barmaids and single-handed Bonifaces. They will have still less free time and will hardly have cleaned up the glasses and the bar before the business of drinking begins again. If the new licensing proposals will do anything to control those bogus clubs which are vice-dens, well and good. But though drink no doubt encourages vice, the lack of it does not outlaw it. And, anyway, the patron of a bogus club is not debarred from carrying a flask which can be replenished by more liberal off-licence regulations. The Minister of Transport, I suppose, was not consulted by the Home Office. Governments work in watertight compartments. Mr. Marples, who is not sure that drink does not increase road deaths, might describe it as drink-tight compartments. But there it is! Better to be a mausoleum than a museum. We and our tourist-visitors and our guests will soon be able, if we so desire, to drink the clock round.

THE BOON OF TECHNOLOGICAL EDUCATION. "Opening the new term at Gelignite College, Professor Moriarty, the genial head, spoke hopefully to the new students of the material rewards to be expected from his syllabus. So certain was he of financial rewards for graduates that he is prepared to waive scholastic fees for poorer students, relying on them to refund tuition fees from the profits of their first successful safe-breaking." This "cutting" is not merely a cynical jest. The C.I.D. are beginning to believe that the fifty London safe-gangs known to exist are recruited from some such training scheme for safe-breakers. The profits in the last few years have been stupendous. It is a form of crime which the criminals may fairly call reasonably safe, since possibly three out of four get away with it, if they keep their heads and ration their spending. It is not odd if this wave of successful safe-breaking and wage-packet snatching gives the police a headache. It is odd that the victims don't feel the headache. It doesn't surprise me to read that "constabularies are untiring advocates of crime prevention." That is part of their job. It does surprise me that so many of the victims seem to be hand-in-glove with the thieves. They may not leave the front door and the safe-door open, but they don't put their hands in their pockets to devise hidden alarm bells. "It can't happen to us," they complacently feel. And if the Home Secretary and the scientists are too busy to get together to insist on and to devise modern anti-crime devices, it is high time for Sherlock Holmes to quit the clover and his bee-farm and start an anti-gelignite College, with Dr. Watson as bursar.

ARMISTICE DAY! Armistice Day November 11, 1918, was regarded by some of us as worthy of annual remembrance as the day on which the war to end war ended. In the little Belgian town of Ath, I fondly shared those hopes. Later, the date has been annually celebrated in remembrance of the dead in two world wars, millions on millions of them. On November 11, 1918, "everyone suddenly burst out singing" and Siegfried Sassoon believed that the singing would never be done. But the singing was done very soon. In the event, it is the killing, not the singing, that has never ceased. Human life is one of the few commodities we can call cheap to-day. Murder is rife, mass killings the order of the day, and "be kind to the killers" is still official policy. The Armistice or Remembrance celebration this year was not solely devoted to religious observance. The queues for copies of *Lady Chatterley's Lover* greatly exceeded the queues at the poppies and the crosses. Men kill one another for sheer love of killing in the name of freedom, they kill for money and they kill from sheer impatience and love of speed. Will the killing *never* be done? Forty-two years after that first Armistice Day, at the end of a war which taught how easy it is to kill and how cheap is human life, the Service of Remembrance at the Albert Hall grows more and more impressive, suiting all tastes, praising heroism and glorifying patriotism and the fight for freedom; and all the parish services are impressive and reverent, too. You have only to watch the faces of the choirboys, cadets, pensioners and all who have experienced war or merely read about it, to be sure that old hymns and war songs can still impress sentimentally and can even suggest for a moment that freedom and licence are not the same thing, and that those who died believing that they died for human rights believed that they died that others might live. Rightly, the British Legion throng to the churches on Remembrance Day. It is *breve gaudium*.

BRITISH HOTELS. British hotels for the most part are what they are because of the catering regulations and the difficulties in the way of collecting and paying for duplicate staffs. People who can afford to have enjoyed some of the railway hotels at our leading watering places, however used to luxury they may be, could hardly complain of the lack of comfort or of the food provided them. Arnold Bennett's mouth would have watered at the amenities offered. The visitor, if a British taxpayer, is of course putting his hand into his pocket twice over. He buys, furnishes and staffs his house of call and then pays a handsome rent for it. Still, the hotelier, not so happily subsidised, if he cannot sign a blank cheque, may still have a handsome unused balance in the Bank of Imagination and could profitably use it. Money isn't everything. Caviar, reception hostesses and jazz bands are not luxury or even necessity to all the guests. Some may be more interested in their mattresses and bedside lamps, in decent pews, comfortable armchairs, morning tea and well-cooked three-course dinners of unpretentious fare, served with reasonable speed. Better results may come from studying the average client's ideas of *home* comforts than from attempting to satisfy the minimum demands of an oil king.

THE OLD STAGER

Alec Guinness, as Lieut.-Colonel Jock Sinclair, leads the wild Highland dancing

Jock Sinclair finds Major Charlie Scott (Dennis Price) in the flat of Mar

ENTERTAINMENT

TUNES OF GLORY

The première will be on Thursday, December 1, at the Odeon, Leicester Square

The new commanding officer, Lieut.-Colonel Barrow (John Mills), tells the officers that discipline will be tightened up

Much acclaimed on the Continent, where it was an award winner at the Venice Film Festival, this new British technicolor film is released in Britain by United Artists. The controversial subject concerns a clash of personalities in a Scottish regiment at their peacetime headquarters in an old Scottish castle, and the script is based by James Kennaway on his novel of the same name. The film is directed by Ronald Neame. In the two main roles are Sir Alec Guinness and John Mills. As Lieut.-Colonel Jock Sinclair, Guinness has a part which is far removed from the one he played in *The Bridge on the River Kwai*. Jock Sinclair is a tough, hard-drinking officer who led his regiment through the war, winning the affection of his men despite his crudeness. A new C.O. arrives to take over the command. Lieut.-Colonel Basil Barrow (John Mills) is a very different type of man, a disciplinarian and a stickler for the book. A crisis blows up when Barrow tells the men they cannot perform highland dances properly, and must take lessons every morning before breakfast. But, led by Sinclair, the officers revert to their old wild dancing at a function for local dignitaries. Barrow stops the dance, and Sinclair, furious, goes to a "local" where he sees Corporal Piper Fraser (John Fraser) with his daughter Morag Sinclair (Susanna York). He strikes the Corporal in the face. Although Barrow threatens to court-martial Sinclair, he gives way to the pleading of one of the other officers, By now the Mess as a whole is bitterly contemptuous of Barrow and the result of the crisis is tragedy for both of the protagonists.

lsh), once his mistress

A broken Jock Sinclair is led out of the brigade headquarters by Charlie Scott and Jimmy Cairns (Gordon Jackson)

Jock Sinclair discusses his elaborate arrangements for the funeral of Lieut.-Colonel Barrow

The officers pose at their headquarters for a regimental photograph

Sinclair strikes Corporal Piper Fraser (John Fraser)

THE VOICE OF THE COMMON

CANADA

Agriculture is Canada's most important primary industry and approximately one-fifth of commodity production comes from the agricultural industry. While the farm labour force has been steadily decreasing, total farm production has been steadily increasing. Twenty years ago a worker in Canadian agriculture supplied, on the average, food enough for himself and nine other persons; now he produces enough for himself and twenty-two other persons. While the increase in his output has been due mainly to improved methods, mechanisation and electrification, one of the major steps has been the efforts by irrigation to overcome the dependence of a good crop on " rain at the right time." Fortunately, Canada, with about one-third of the world's known freshwater area, has the natural resources to implement the irrigation schemes that are necessary, and often, in conjunction with the irrigation project, produces electrical power which provides additional facilities and amenities for the farmer.

Irrigation for many years has played a major part in the development of Canada's agricultural resources, particularly in the western part of the country. In the interior mountain valleys in southern British Columbia (Okanagan Valley), irrigation has transformed a virtual desert into the richest fruit-growing area in Canada. In southern Alberta irrigation canals bring water to approximately 500,000 acres, and have developed a prosperous sugar-beet industry from which more than half the Canadian production of white sugar is refined.

Manitoba, Saskatchewan and Alberta, the Canadian prairie provinces, contain nearly three-quarters of all occupied farmland in Canada, and peculiar conditions of soil and climate make this one of the greatest grain-growing regions in the world. Wheat production is the main industry in the prairie provinces and wheat is the most important Canadian crop entering world trade. Average temperatures during the crop season, May-through-September, fluctuate between 70 and 100 degrees Fahrenheit. However, during this period rainfall in all regions seldom exceeds 2 ins. Fortunately, most seasons " the rain falls at the right time," but drought years such as the disastrous '30's can cause severe and crippling crop losses. Since 1935 financial and other assistance has been provided to combat the problems of drought and soil drifting, and five major irrigation projects which will ensure adequate supplies of water to more than 1,500,000 acres of land are being constructed in southern Alberta and Saskatchewan.

Largest of these is the South Saskatchewan River Project. (The South Saskatchewan River is 865 miles long, flowing east from the Rockies to Hudson Bay.) This project, estimated to cost over 184,000,000 dollars (£66,909,000), involves the construction of a dam that will create a reservoir 140 miles long, 180 ft. deep at the dam and a shoreline of 475 miles. The dam will be the largest rolled earth fill of its kind in Canada and will rank as one of the larger rolled earth fills in the world. It will rise above the present floor of the river 210 ft., and stretch across the river valley for a distance of almost three miles, and will cost approximately 100,000,000 dollars (£36,364,000). One of the principal uses of this project will be for irrigation. About 500,000 acres of good soil can be irrigated. In addition, a hydro-electric power station will also produce approximately 475,000,000 kWh. annually. It will also supply several cities and towns with a water supply and around the inland lake, with its 475 miles of shoreline, recreational facilities will be developed. Actual construction began in 1959. It is expected to take seven to ten years to complete.

AUSTRALIA

Qantas, Australia's overseas airline and one of the oldest of all international airlines, was forty years old on November 16. The event was not only a milestone for Qantas but for the entire aviation industry in a country where the national vision has turned along sky trails. Wherever the Australian looks, he is confronted by distance—distance between cities and towns in a continent of 3,000,000 square miles, and distance across the oceans that separate Australia from world centres. Nothing blends so sympathetically with these circumstances as the aeroplane.

To-day Australia's domestic airlines serve even the most remote regions and fly more passenger miles per head of population than the internal airlines of any country outside the United States. While in the last ten years the number of people travelling by sea to or from Australia has fallen by about 8 per cent., the number who travel by air has gone up two-and-a-half times to reach 45 per cent. of the total number of travellers.

Qantas can claim a pioneering part both in developing Australia's internal and international air services. The company, known as Queensland and Northern Territory Aerial Services Ltd., was started in the outback by two Australian World War I airmen, Lieutenant W. Hudson Fysh and Lieutenant Paul J. McGinness. Lieutenant Fysh is now Sir Hudson Fysh, the company chairman. Qantas began with a fleet of two converted Bristol fighters and progressed from barnstorming, joy flights and charter flying to run the first regular air services in eastern Australia. More modern aircraft were bought and routes extended. Qantas is particularly proud of the part its aircraft played during these early days in establishing the Royal Flying Doctor Service, which to-day takes medical care to farm homesteads, mining camps and isolated communities in the Australian interior.

The airline entered the international field in 1934 when it linked interests with Imperial Airways, which had been making experimental mail flights between England and Darwin since 1931. Qantas became Qantas Empire Airways and began operating the Darwin to England part of the route. During World War II, Qantas, in co-operation with B.O.A.C., built up a memorable record in helping to maintain the lifelines of Commonwealth communications. It flew hazardous services to Asia and the Pacific as well as many special missions, from evacuating wounded and civilians from war areas to dropping food and ammunition for front-line troops in New Guinea.

Since 1947, Qantas has been wholly-owned by the Australian Government, although it remains a limited liability company. The company now ranks among the world's six leading international airlines, operating a fleet of Boeing 707 jet airliners on globe-girdling services. It has divested itself of its strictly domestic services. It is perhaps best known for its operations on the " Kangaroo Route " between Australia and the United Kingdom, with provision for stops in such places as Indonesia, Singapore, Thailand, India, Ceylon, Pakistan, the Lebanon, Egypt and various points in Europe. The airline has a pool service on the " Kangaroo Route " with B.O.A.C. and Air India. In 1958, Qantas took a major step forward when it inaugurated a round-the-world service via the United States.

To-day Qantas executives are looking ahead ten years to aircraft that will fly at more than 2,000 miles an hour and bring Sydney within ten hours of Britain. The race of globe-trotting Australians that has grown up with Qantas can then justly claim to be on the doorstep of the world.

SOUTH AFRICA

A clear statement on South Africa's attitude to the Commonwealth was made by Dr. A. J. R. van Rhijn on his departure as High Commissioner from London earlier this month. He began by saying that he could not give a precise, constitutional definition of the Commonwealth. But that, he implied, was not so important as the fact of the Commonwealth. He put it this way: " In any event, what we have here is an entirely voluntary association of widely differing peoples, each the master of its own political destiny, but all co-operating on matters of common concern to the advantage of the whole."

It was true, Dr. van Rhijn said, that there had been—and still were—serious clashes of opinion between member states on what were generally considered to be fundamental principles. It would be foolish to underestimate them, but the crux of the matter was that despite these stresses the Commonwealth had survived. In doing so it had brought a

Left: At the jubilee dinner in London of the Royal India, Pakistan and Ceylon Society are, from left, Mr. Hyder, deputy High Commissioner for Pakistan; Mrs. Pandit, High Commissioner for India; Lord Inchcape, President of the society; Mrs. de Soyza and Mr. de Soyza, High Commissioner for Ceylon

WEALTH

Major schemes to help Canada's agriculture; Qantas's fortieth birthday; South Africa and the Commonwealth; Ceylon and the Colombo Plan

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

valuable lesson to a sorely tried humanity: namely, that it was possible for people of widely differing outlook, given wise statesmanship and tolerance, to co-operate with one another for the common good. "In a comradeship such as the Commonwealth, the individual member has a unique opportunity for a positive contribution to the benefit of the whole association," said Dr. van Rhijn. "We South Africans believe that such a community of nations has an extremely important part to play in world affairs. This is particularly so in these days of conflict when most other instruments of international co-operation are failing the crucial test: that is, the ability to unite the divergent peoples of our globe on issues of common concern in spite of fundamental differences."

The High Commissioner went on to deal with South Africa's relationship with the Commonwealth. All South Africa sincerely valued membership, he said. Like all other peoples, South Africans had "an almost desperate vested interest" in peace, and they believed that the Commonwealth had a great contribution to make to the achievement of peace in the world. Also, there were tangible advantages to be gained from membership. Having left no doubt about these matters, Dr. van Rhijn then emphasised that South Africa was prepared to continue her membership only "if we are accepted as we are for what we are." There should be no mistake about that either: "We insist on being accepted as a member with all our shortcomings, faults, virtues and achievements —exactly as we are—in exactly the same way as all other members are accepted as they are, with all their shortcomings and virtues."

South Africa would not for a moment consider remaining a member on sufferance. No self-respecting individual could be a member of a club in which he was merely tolerated, and the same applied to the Commonwealth. Consequently, said Dr. van Rhijn, when the Prime Minister asked to continue in the Commonwealth, he would certainly not compromise the self-respect of the South African nation. He would not compromise on principles, and he would in no circumstances be prepared to endanger the continued existence of a white South African nation.

CEYLON

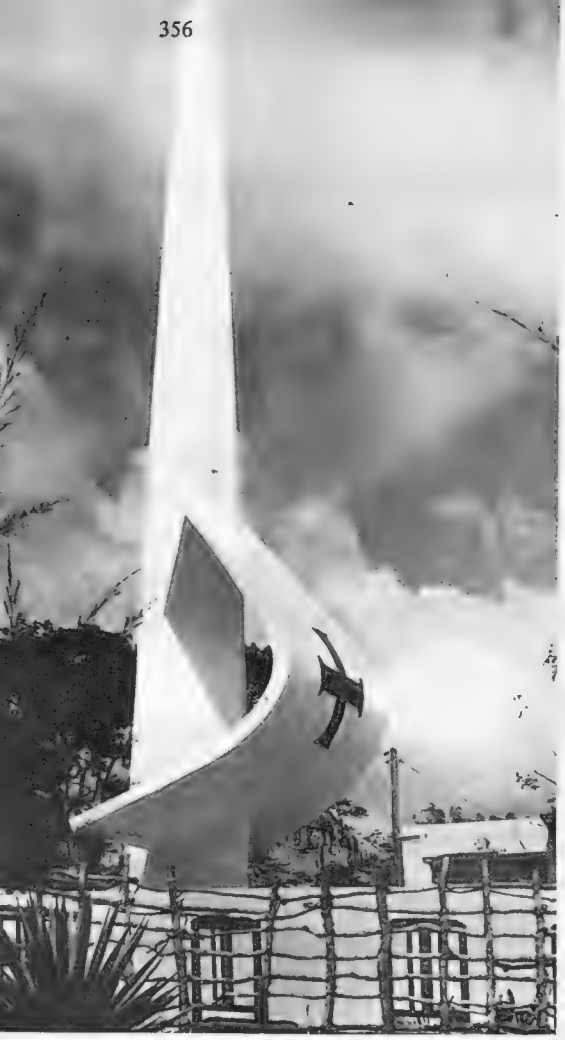
Ceylon is playing a bigger role as a donor country in the Technical Co-operation Scheme of the Colombo Plan, by providing facilities for trainees from other member countries of the Plan in a variety of fields. In many instances, these facilities are provided in institutions which have themselves been created with assistance from other countries under the Colombo Plan. Last year, for instance, Ceylon offered twenty places to students from other countries for training at the new Tuberculosis Nursing School near Colombo. This school was established by the Ceylon Department of Health Service with assistance from three Commonwealth countries—United Kingdom, Australia and Canada.

Another institution in Ceylon, which has been serving as a centre for students from many other South and South-East Asian countries, is the Technical Training Institute at Gal Oya, the site of Ceylon's major multi-purpose project. The Institute, which makes full use of the wide workshop and field opportunities provided in Gal Oya, offers a three-year residential course and is designed to turn out technical staff for supervisory grades. This Institute was built with aid from the United States of America and equipped by Canada and the United Kingdom. It has trained students from a large number of Asian countries, and among those who were admitted in 1959-60 were eight foreign trainees, drawn from Malaya, the Philippines, North Borneo, Burma and Vietnam.

In 1959-60, Ceylon also provided advanced training in rubber propagation, management and latex treatment for an instructor from the Agricultural School in the Philippines. Pakistan accepted an offer of training facilities for two students in coir spinning and weaving, a well developed industry in Ceylon, and a third Pakistani trainee came to Ceylon to study demography. Ceylon has also accepted over a score of foreign trainees in various aspects of co-operative work, since the country began to offer facilities to other Asian countries under the Colombo Plan Technical Co-operation Scheme. Up to 1959, Ceylon had provided facilities for 53 foreign trainees. They were distributed among the following fields: Co-operatives (23), Medicine and Health (11), Engineering (9), Transport and Communications (5), Food and Agriculture (4), and Public Administration (1).

Mr. Macmillan is with Tunku Abdul Rahman, the Prime Minister for the Federation of Malaya, at a dinner at the Malayan High Commissioner's residence in London. The Malayan Prime Minister was paying a short visit to Great Britain

The funeral procession of Air Marshal Subroto Mukerjee passes through Delhi. Walking behind the car is Mr. Nehru, the Indian Prime Minister. Air Marshal Subroto Mukerjee was the first Indian to command the air forces of his country

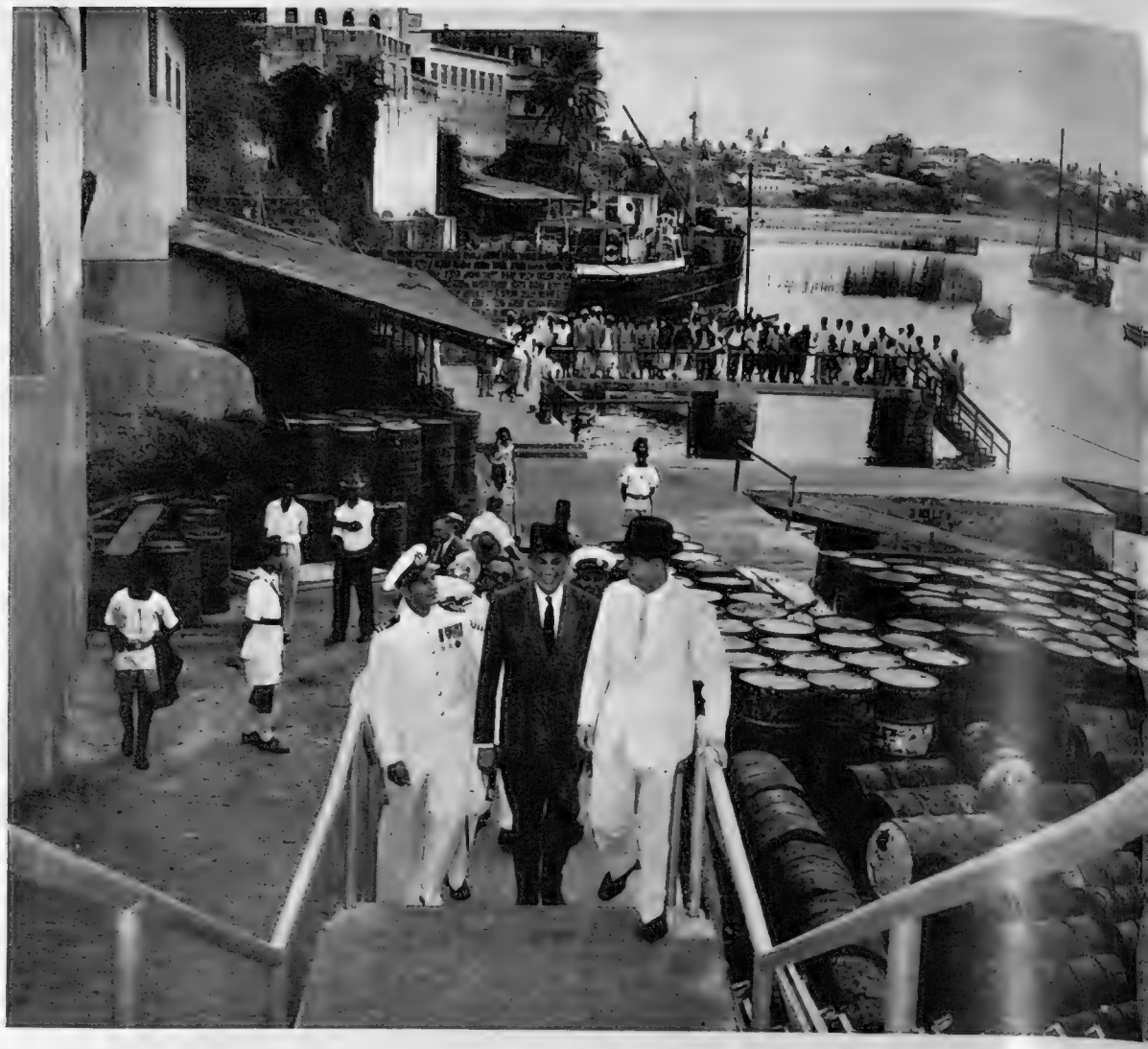


The Vasco da Gama memorial—symbolic of the spirit of adventure—at Malindi, in Kenya

LINK WITH THE PAST

The Portuguese Vice-President, Dr. P. T. Pereira, visited Kenya at the end of last month to unveil a memorial to Vasco da Gama which had been erected on the sea-front at Malindi, near Mombasa. It commemorates the Portuguese explorer's visit to that part of the African coast in 1498. The memorial is in the form of a sword, with the red cross of the Order of Christ on the guard, and is surrounded by a pool of water. On the stonework by it are two plaques, one inscribed in English, the other in Portuguese. While in Kenya, Dr. Pereira performed the official opening ceremony of the museum in Fort Jesus, an old fortress which stands near the entrance to Mombasa Harbour. The museum and memorial emphasise the two countries' long-standing connections.

Dr. Pereira unveils the Portuguese-inscribed plaque on the Vasco da Gama memorial



At Mombasa, Dr. P. T. Pereira (centre) is with Mr. D. W. Hall (right) Provincial Commissioner of the Coast Province

Walking through the gateway of Fort Jesus are Sir Alfred Vincent (left), chairman of the Royal National Parks Board of Trustees, Dr. Pereira, Vice-Premier of Portugal, and Sheikh Salim Mohamed Muhashamy, the Liwali for the Coast

Tibetan refugees leave the Koksar Bridge behind as they pass through Lahoul, making for the Rohtang Pass and Dharamsala, the home-in-exile of the Dalai Lama in Northern India

REFUGE FOR TIBETAN EXILES

In the ruthless Chinese repression of the Tibetan revolt last year the Dalai Lama, the religious and secular head of the people, was forced to make an arduous and perilous journey to seek refuge in India. At the same time, the flow of Tibetan refugees increased over the Himalayan passes into Bhutan, Nepal, Kashmir and India. A wholesale programme of land reform by the Chinese has resulted in the influx of several million settlers and the deportation of thousands of Tibetans to swell China's labour force. It is impossible to estimate the number of Tibetans who fled after the Chinese annexation. In September 1959, the Indian Prime Minister gave a figure of 13,000: obviously this did not take account of refugees who had slipped unofficially over the frontiers, and by now the figure must be much higher.

For these thousands of refugees the end of the long journeys on foot over the inhospitable passes has often been a pilgrimage to the Dalai Lama. He is now in residence with members of his *entourage* at Dharamsala, in the extreme north of India, in the Punjab. To get to Dharamsala by road, the traveller starts at Pathankot on the road or air route to Kashmir. He journeys up the Kangra Valley, a scene of fields and acres of fruit trees, with, on either side, steep hillsides covered with oaks and pines and topped by bare rock and snow. Dharamsala, the headquarters of the Kangra district, was once a British Army cantonment. It has a heavy rainfall and is not a very popular hill station. Nearby are tea estates and the surrounding wild countryside up to the peaks of the Dhauladhar range is magnificent. At one time the tea gardens specialised in green tea for Afghanistan but nowadays attention is focused on the processing of black tea.

Buddhists from the Himalayan Spiti Valley await audience with the Dalai Lama

Not far from Dharamsala is the ancient town of Kangra with its temples. The most famous of these is dedicated to the goddess Vajreshri, the gilded cupola of which is a landmark. In the valley are a number of other famous temples on the route to Baijnath, where the main Kangra Valley ends. From here the road climbs until at Ghatta it crosses into the Mandi district of Himachal Pradesh. Nearby is the site of a big hydro-electric scheme. For some time the whole of the border area of Northern India has been the subject of major improvement schemes. In July of this year, it was announced that a new general reserve engineering force had been set up to speed communications along India's Himalayan borders in Punjab, Himachal Pradesh, Uttar Pradesh, Jammu and Kashmir. A labour force of several thousands of skilled and unskilled workers was being recruited.

From Mandi, the road travels for 25 miles through the Mandi-Larji gorge of the Beas River; traffic is one-way along a route which has been blasted out of solid rock. At Larji, the valley opens out to form the Kulu Valley. This lies in the heart of the mid-Himalaya—a remote area

(*Continued on following pages*)

A family on the balcony of their home in the fertile Lower Kulu Valley

Refugees from Tibet work on the construction of a new road up the side of the Ro

(*Continued from previous page*)

which has been little affected by modern progress. It leads to the Himalaya and Tibet and the valleys of Spiti and Lahoul. In width the Kulu Valley is rarely more than a mile. The level ground is covered in spring with pink apricot blossoms and white medlar flowers. On the slopes grow rhododendrons. The area is primarily devoted to fruit growing—cherry, peach, and apple—and rice and wheat.

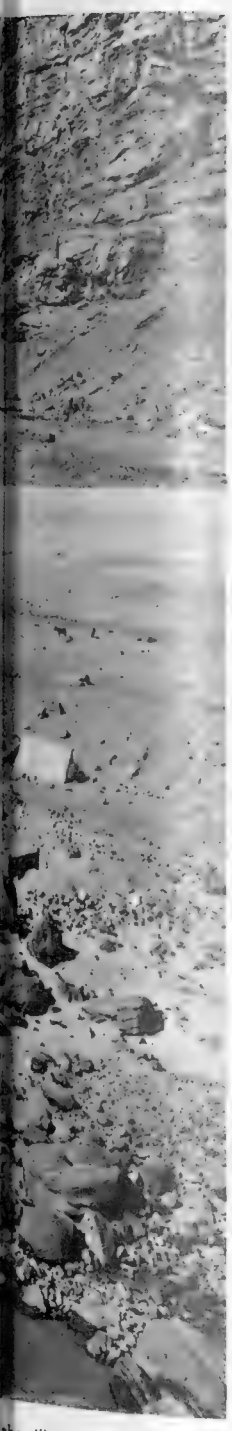
Its people are fond of fairs and public assemblies, where they like to sing. Intensely superstitious, they have a vast range of local gods who are appeased after every misfortune. The women do most of the work in the fields as well as in the home ; the men only do the ploughing and, rather oddly, wool-spinning. Hidden in a valley some miles from Kulu itself is a village of considerable anthropological interest. It is called Malana and its inaccessibility has given it comparative immunity. The villagers claim complete autonomy of their own affairs and pay homage only to Jamlu, their god, who owns all the land. The village treasure, the property of Jamlu, is kept in a tall, doorless building. When money is required for a public purpose, the priest climbs in and brings up whatever he can lay his hands on. Every visitor is treated as Jamlu's guest.

Northwards up the valley, a road from Manali to Koti has been constructed. In this stretch the River Beas flows through a deep narrow gorge. Two miles from Koti is the start of the ascent of the Rohtang Pass, connecting Lahoul to the Punjab. A new bridge is being built to replace the old cable bridge, which could only just take one jeep. Lahoul and Spiti form a narrow salient stretching into the Himalaya bordered on the east by Tibet. The narrow valley floors are flanked by massive barren mountain slopes culminating in snow-covered peaks. Until recently there was no motor transport. When a jeep was dismantled and taken over the Rohtang Pass, the people of the Lahoul Valley came to worship it as a manifestation of supernatural power. There are a number of Buddhist monasteries and ethically the people are very close to the Tibetans.

Even more barren and hard to reach is the Spiti Valley. The journey there includes several passes at over 14,000 ft. A traveller must take his own food—the only crops which are grown are barley, buck-wheat and pea. The inhabitants do not wash, and rub rancid yak butter on to their bodies to keep out the cold and the perpetual dry winds. Of the five monasteries in Spiti, the ones at Pin and Kye are the most important. Through these valleys over the high, bitterly cold passes, many refugees from Tibet have passed, making their way towards Dharamsala and their ruler, the Dalai Lama.

At Koksar, at the foot of the Rohtang Pass, a new bridge is being constructed to replace the old cable bridge. Backgrounds

tang Pass



the village of Damphu

The fortress-home of a feudal lord of Gondla, in Lahaul

TIBETAN EXILES

Children gather round a water tap in Kyelang, the centre of Lahaul

BRIAN VESEY-FITZGERALD

FROM WESTON TO CLEVEDON

Eleven years ago I did a walk for the B.B.C. along the coast from Burnham-on-Sea to Portishead. I passed through Weston-super-Mare and Clevedon. It was the height of the holiday season and I remember how impressed I was by the difference between these two places. Weston is a seaside resort, Clevedon is a watering place: between the two is a great gulf fixed. I had not appreciated how wide a gulf, how great a difference between a seaside resort and a watering place, until I visited these two on the same day.

Weston lays itself out, unashamedly, to entertain. It is a good tripper town, with a predominantly Midland clientele: I remember being struck by the number of coaches and cars bearing Birmingham registrations. It is vulgar in the strict sense of the word and gloriously old-fashioned. There are still donkeys on the beach and ponies drawing little carts built like fire-engines or Noah's Arks, and boys and parsons flying kites. It is a grand place for children. At low tide parents can leave them on the sands, while they sleep in deck-chairs or go into the town for a noggin, and they will be perfectly safe: they would have a long walk even to get their feet wet. It is a great place for "outings," too. The form then, and I am assured it still is, was to sit on the little wall that runs along the promenade with your back to the sea and watch the passers-by, and be free and easy. I liked Weston.

By contrast, that day, I found Clevedon very disappointing. There is no point in beating about the bush that Weston is an ugly town. There is scarcely a building worth a second glance. And I had expected Clevedon to be beautiful, perhaps because I had read so much about it and knew that it was old (Weston is new) and had, reputedly, the most magnificent sunsets in Britain. I did not see a sunset anything out of the ordinary, but I did find that Clevedon had ugly suburbs, an ugly sea-front with rather dreary boarding-houses, rather characterless cliffs, and the same muddy, cocoa-coloured sea. The difference I noticed was that it was all very sedate. I found myself wondering why people came to Clevedon. You do not ask that at Weston-super-Mare.

Since then I have had to go to Clevedon a number of times, all but one in winter and the last only a week or so ago, and now I know why people go to Clevedon. The place grows on you. It has atmosphere. Mind you, I have not altered my original view of the suburbs. They, like suburbs almost everywhere else, bespeak the æsthetic failure of our age. But I have come to the conclusion that the seafront is not as ugly as I thought it on that first visit: it is just featureless by comparison with Weston's. If it were not, then Clevedon would be a seaside resort, which is just what it is determined not to be.

There is some fine building in Clevedon. I do not refer merely to Clevedon Court, which dates from the reign of Edward II, and has been described as "one of the most valuable relics of early domestic architecture in England," but to some of the ordinary town houses. Clevedon Court is worthy of many a visit. The original house, entered by a buttressed porch with a plain parapet, is recognisable at once in the centre of the present south front. There were extensive additions and alterations carried out in the middle of the sixteenth century and a whole wing was rebuilt after a fire in 1882, yet the building as it stands makes a harmonious whole. It is fun, and most instructive, trying to disentangle the different periods as you walk about the house. For example, the hall has a large, tall, six-light window with a transom and round arches at the top of the lights, and this is obviously Tudor: but above the window the two-centred arch of the fourteenth-century window can still be seen. Again, the Chapel windows look Victorian. I would have staked any money that they are. But there is a seventeenth-century picture of the house which shows them: a first-rate example of a designer well in advance of his time.

Clevedon Court has literary associations. It was here that Thackeray made the notes from which he created the home of Henry Esmond, and it is said that his Amelia (*Vanity Fair*) was a portrait of Mrs. Brookfield, the daughter of Sir Charles Elton, the owner of the Court. Clevedon, too, has strong literary associations. Coleridge brought his bride to the "Pretty Cot" here, and here Hartley Coleridge was born. There is a Tennyson association, too. Beneath the floor of the old church, high on the headland, lies the hero of *In Memoriam* with his father the historian. The tablet reads:

> Here, with his wife and children,
> Rests Henry Hallam, the historian.

I think that Tennyson might have done a bit better than that!

All this gives Clevedon atmosphere. But the real atmosphere lies in the ordinary town houses, which are not famous in themselves or because of their former residents. There is a good deal of Regency in Clevedon, especially along the sea-front. A lot of Clevedon reminds me strongly of Bath, even though it has not quite that dignity. But most of Clevedon, excluding the suburbs, is Victorian: a town of solid grey stone villas, many of them standing in their own grounds, genteelly secluded.

The architectural style is what I suppose should be described as "classical Victorian": Gothic, neo-Italian, neo-Greek. It sounds pretentious and rather horrible, and it is the fashion to sneer at Victorian building anyway. In fact, when you compare Clevedon Victorian with Twentieth Century Subtopian, and here and there in Clevedon they stand side by side, you realise how much the Victorian architect had that the modern architect has not. Our grandchildren, I suspect, surfeited with "slab," will regard the best of Victorian building, and there is some of the best in Clevedon, with much the same respect as we to-day regard Regency.

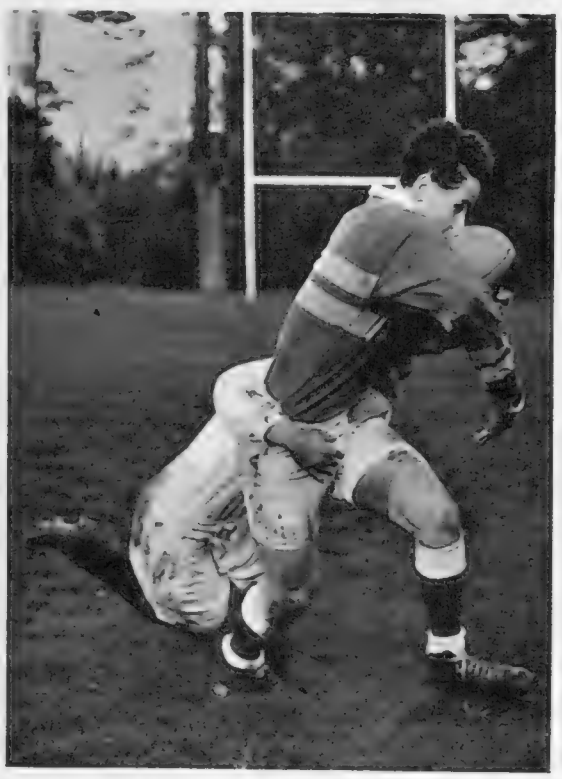
Victorian Clevedon is altogether charming. Each time I go I find myself captivated anew by its sedate reticence. Indeed, I have recently found myself reluctant to leave. It would, I have found myself saying, be a good place to live in. There would always be Weston-super-Mare, just round the corner, for light relief. I must go again, anyway, for I have yet to see one of those famous sunsets.

A loose scrum on the Stowe line in the match against Oundle. Shortly afterwards Oundle scored their first try

An Oundle forward loses his shirt in a loose scrum

A. J. A. Lewin, captain and scrum-half of Oundle, breaks from a tackle

A combined effort by D. P. Bentall and J. W. Allison to ground J. F. Macfarlane



M. J. Summerlin (Stowe) is brought down in a strong tackle by R. L. Cowman

PUBLIC SCHOOLS FOOTBALL

STOWE v OUNDLE

Oundle, visiting Stowe at the beginning of this month, won by 8 points to 0, in a match which brought much open play in spite of rain. Forward, Stowe held their opponents well for most of the time, and steady tackling and covering all round broke up many promising Oundle attacks. Behind the scrum, B. M. Allen, and his outside half, D. P. Bentall, were both extremely reliable. In the forwards, G. J. Vapenik, C. H. Clucas, the captain, and A. R. F. Hobson, were notably hard-working. But the outstanding performance of the day came from Oundle's scrum-half and captain, A. J. A. Lewin, while J. F. Macfarlane and P. M. Reynolds were particularly dangerous members of the Oundle pack. With no score at half time, and none after a large part of the second half, a draw seemed likely. Then Oundle succeeded in breaking the Stowe defence with an " overlap "—a movement which they had tried before but never with complete success. J. S. Hammon went over by the corner flag, and P. G. le M. Peck converted with an excellent kick. Seconds later M. S. M. Bell made another opening to give Hammon the opportunity to score again.

Next week, in this series, will be Wellington v. Clifton

Stowe's B. M. Allen gets the ball out to his backs

D. P. Bentall avoids a tackle by J. S. Hammon (Oundle)

The new Lord Mayor of London, Sir Bernard Waley-Cohen, addresses the guests at the Lord Mayor's Banquet at Guildhall

With all the traditional ceremonial, the newly installed Lord Mayor, Sir Bernard Waley-Cohen, held his Banquet at Guildhall. Among the guests were the Archbishop of Canterbury and Mrs. Fisher; the Lord Chancellor and Viscountess Kilmuir; the Prime Minister and his wife; and the former Lord Mayor Sir Edmund Stockdale and Lady Stockdale. In his speech, Mr. Macmillan made a vigorous plea for unity among the Western nations to enable them to withstand the onslaught of the Communist bloc. Proposing the toast of Her Majesty's Government, the Lord Mayor referred to the part played by the Navy in this year's Lord Mayor's Show.

On the following day, the Lord Mayor presided at a luncheon at Mansion House at which he inaugurated the City of London Commonwealth Weeks and proposed the toast of the Commonwealth. The reply was made by the High Commissioner for Nigeria. After the luncheon, Sir Bernard, preceded by the Commonwealth High Commissioners and the Colonial Secretary, walked in state to the Royal Exchange. He declared open the Commonwealth Exhibition. This is the most important of the various events being held between November 15 and December 6, known as the City of London Commonwealth Weeks. It is the first occasion that an event of its kind has been held in London for some years.

Sir Bernard greets the Archbishop of Canterbury and his wife

CITY OCCASIONS

The Lord Mayor greets a Malayan girl at the Exhibition

Sir Bernard and Mr. Duncan Sandys, the Commonwealth Secretary, leave in procession after opening the Commonwealth Exhibition at the Royal Exchange

At the Royal Exchange, Sir Bernard performs the opening ceremony. He is watched by Mr. Sandys and Miss Grace Eromselle, from Nigeria, who presented him with the scissors to cut the tape

Sir Bernard and Lady Waley-Cohen applaud Mr. Macmillan as he rises to speak at the Lord Mayor's Banquet. *Left:* Earl Alexander of Tunis is received before the Banquet

TRAVEL

A JOURNEY THROUGH MONTENEGRO

By **GORDON COOPER**

Although Montenegro (literally " Black Mountain "), one of the six federal republics of Yugoslavia, is little known to tourists, it is an extremely attractive part of the country: mountainous, possessing, for me, the most delightful littoral on the Dalmatian coast, and a people described by Bernard Shaw as being " so generous and hospitable that they will soon all be poor. . . . I urge (my friends) to hurry and come to Montenegro before its people's hospitality bankrupts the country."

First, a brief account of the Montenegrin coast. This extends from the fjord-like Gulf of Kotor (south of Dubrovnik)—almost an inland lake—to the Albanian frontier. The road journey around the Boka Kotorska (Bay of Kotor) takes you through small towns that were once important strongholds. Near the entrance to this fjord, which winds through the mountains, is the sub-tropical seaside resort of Hercegnovi, whose climate is very equable, and where the main hotel is called the Boka, with a dining-terrace overlooking the water.

Passing through other sleepy little fishing villages, including Perast—a fascinating place, with two tiny islands lying off the shore, a church on each of them—the bustling and lively town of Kotor is reached. This pre-Venetian walled town climbs up and around a hillside section and, were it not overshadowed by the fame of Dubrovnik, it would be a tourist magnet of considerable potency. Its three gates lead through battlements into the town itself, a warren of alleys. Its cathedral of St. Tryphon, dating from 1166, has a remarkable façade as well as an interesting interior, which includes the highly artistic Kotor Ciborium, built in stone and carved with scenes from the life of the saint. As this town fully merits more than the time devoted to it on a day's excursion, I suggest an overnight stay at the Hotel Slavija.

Above Kotor towers the mighty Lovćen, nearly 6,000 ft. of mountain rising almost sheer from sea-level to twin summits which retain their snow for many months of the year. Over it goes the serpentine Lovćen road, without a doubt one of the most outstanding feats of road-engineering in the world. It brings you to Cetinje, the federal capital. The views you get as you climb along this road are breath-taking, but the trip is not for the timid. Another road from Kotor brings you to Budva, my favourite seaside resort in Yugoslavia. This little walled town stands on a spit of ground projecting into the sea, and it is a maze of tiny streets. Just outside the old town is the excellent Avala Hotel, with a magnificent terrace commanding wide views of the coast. There is good bathing, too; the stretch of coast between Budva and Bar is the finest in the whole of the Dalmatian littoral, and Budva itself the most attractive place in that stretch.

The next place on the coast is Miločer, which is simply an hotel, built originally as a summer palace by King Alexander, who was assassinated at Marseilles in 1934. It has very beautiful grounds, and you can reach it by direct bus from Dubrovnik, or by taxi from Budva. Its prices are reasonable.

Within easy walking reach is Sveti Stefan, one of the most unusual villages in Europe. Formerly inhabited by a fishing community, its houses are crowded on a small promontory connected to the mainland by a short causeway. It has been beautifully reconstructed by the government, and is now a high-class holiday village, where you can rent your own small home. There are restaurant facilities.

The other villages along this coast, all with good, sandy beaches, are Petrovac (two hotels); Sutomore (pension); Bar, with a new town being developed into a large port—hardly a place for a holiday—and Ulcinj, where you are very close to the Iron Curtain. It has an Oriental appearance, being full of mosques; there are a few small hotels, and there are bus links with Dubrovnik, while it is also served by the Adriatic steamers. The adjoining countryside is of no interest, but this little town repays a visit.

The tourist who leaves the coast and turns inland will discover a very different country. From Budva there is a mountain road that rivals the Lovćen from Kotor which brings you to Cetinje. This small town, sleepy, drab and dull, is rather like an oasis amid the arid *karst*. Its Grand Hotel belies its title and, frankly, I consider it to be adequate only for a night's lodging. There are several historical buildings, including the former Royal palace—quite a modest building—now a museum; and the fifteenth-century monastery, Ivan Crnojevic, which has a rich treasury. From Cetinje a rough road leads to the peak of Lovćen, where the mausoleum of the famous Yugoslav poet, Njegos, is situated. In this area there is also an hotel, and there is a wonderful view from this peak over the coast and a large part of Montenegro.

Further inland is Titograd, with a good hotel but nothing much else to see in this war-ruined, now resurrected, town which is full of splendid government offices and public buildings. From the town a road and railway leads to Nikšić. Twelve miles from this town is the shrine of Ostrog, famous for its frescoes, and because it is carved out of the solid rock. It is one of the very few monasteries in Montenegro. The scenery between Titograd and Cetinje is wild and most attractive, and you pass Lake Scutari, rich with fish, and offering opportunity for hunting wild duck and other waterfowl. Simple accommodation is available.

For the adventurous an exciting tour on foot or mule-back in northern Montenegro can be made over Mount Durmitor and by the Black Lake, bringing you from Nikšić to Foča, on the River Drina, and Sarajevo. The less hardy tourist can penetrate this region by bus, for a daily service runs from Titograd via Nikšić to Zabljak (a delightful centre for a summer holiday), skirting Durmitor, while the Black Lake is close to the village.

Nature has bestowed on Montenegro a great diversity of exceptional beauties: mountain-massifs, rivers and their canyons, lakes, forests, a superb sea-coast, secluded villages and, not least, a people who fully maintain Bernard Shaw's commendation. But don't go there if you demand first-class hotels; this countryside is for the true traveller. For further information: the Yugoslav National Tourist Office, 143, Regent Street, W.1.

Looking down into the little town of Budva—a favourite seaside resort in Yugoslavia

LETTERS TO SANTA CLAUS

Tens of thousands of letters from British children, who firmly believe that Santa Claus lives in Denmark's northernmost island, Greenland, will shortly be pouring into the offices of the National Travel Association of Denmark, in Copenhagen. In the past, each correspondent has received a reply from Santa and a small memento. This year, however, it will be necessary to enclose 1s. postal order, the proceeds of which will be handed to the Children's Country Holidays Fund and go towards providing holidays in Denmark for British children who are in need of a holiday but would not otherwise have one. This year, then, Santa's acknowledging letter, along with a little present of a Hans Christian Andersen fairy-tale will only go to those children enclosing this small and appropriate donation.

ADDRESS: Santa Claus, Greenland, Denmark. Postage 6d.

PARKING STOREYS

Lex Garages Limited, of London, recently opened a six-storey car park in the centre of Bristol. Built at a cost of over £200,000, it can house 550 cars at a time. As they enter the park, motorists "clock in" and receive a ticket to show their time of arrival They then drive up the 24-ft.-wide roadway which forms the centre section of a spiral ramp, and park their cars at will in any one of the bays which line the sides of the six decks. Lifts are provided to bring the customer back to street level. The operation takes only a few minutes. Normal charges are 1s. for every two hours up to eight hours, 5s. for twelve hours, and 6s. for twenty-four hours.

Looking out over Bristol from the top floor of the new car park, and (right) a driver collects his parking ticket at the entrance

The car park accommodates 550 cars at a time on six floors

BOOKS

THE ERA OF BALDWIN

Two American autobiographies—by Alexander King and Mark Twain; Richard Gordon's latest novel and a list of variegated fiction

"He represented to Englishmen an enlarged and idealised version of themselves. While the political climate remained calm they venerated, almost worshipped him. His tragedy was that the weather changed and in the end his worshippers, like some primitive people, sought to beat the tribal god whom they once adored." You may have guessed that the statesman to whom these lines by Mr. Robert Blake refer was Stanley Baldwin, and indeed the words are both just and penetrating. Mr. Blake is the author of the most brilliant chapter in a collection of essays under the descriptive title of THE BALDWIN AGE (Eyre and Spottiswoode. 25s.) and his summing up of this once popular and later much denigrated political figure is wonderfully perceptive and, in so far as it is possible to judge, absolutely fair. Mr. John Raymond has edited and introduced the volume to which other contributors are Mr. A. J. P. Taylor, on *Confusion on the Left*; Mr. Francis Williams, memorably, on *Challenge by the Press Lords*; and Mr. Philip Noel-Baker on the *League of Nations*.

The two autobiographies of this week have only two things in common: that both were written by Americans, and that both show a vitality far in excess of the ordinary. Mr. Alexander King is known to us as the author of one startling book of reminiscences already. His second volume is no more an anodyne than the first. He has called his work MAY THIS HOUSE BE SAFE FROM TIGERS (Heinemann. 21s.), a title taken from a prayer incomprehensibly spoken every time a friend, at that time a Zen Buddhist, came to call. Naturally enough his host asked him what it was all about. Complacently his friend answered: "Well—been bothered by any tigers lately?" Mr. King has been editor of *Life* magazine, an on-and-off drug addict, a happily married man on four successive occasions, and the proud possessor of sixty-two identical pink ties. He is a superb *raconteur*, a collector of oddities in people, not things, and altogether as original a writer as one may imagine. His book is hair-raising, hilarious, witty and inimitable. I can understand what that artist of the macabre, Charles Addams, meant when he said that "King has known people I think I 've invented."

THE AUTOBIOGRAPHY OF MARK TWAIN (Chatto and Windus. 30s.) has been edited by Mr. Charles Neider, who has included a great deal that has never been published before, and some pages of admirable photographs, some, too, for the first time. The book is extremely long and, to be candid, I think that the reader, if he is to enjoy it without effort, must be a declared admirer of Mark Twain before starting. An indifferent reader would probably never finish the tome. For those equipped with a genuine feeling for the writing of the great man this is a most rewarding study, and full of collector's treasures in the way of illuminating and humorous phrases.

I make no apology for beginning the list of novels with one that is unashamedly gay, although based on some sound sense, rather in the way that meringue can be based on apples. DOCTOR IN CLOVER (Michael Joseph. 12s. 6d.) is pretty good fun and Richard Gordon handles his highly individual *materia medica* with all of his usual insouciance.

A Giles cartoon is the front cover of a Christmas card sold by the Royal National Institute for the Blind in aid of the Sunshine Homes for blind babies and children. The Institute's address is 224, Gt. Portland Street, W.1

The difference is that, this time, the central figure is that ebullient character, Grimsdyke, and it is he who leaps, stumbles and recovers himself throughout this saga, rather in the manner of a gifted runner in an obstacle race, always supposing that the runner was funny, too.

VILLA MIMOSA (Hodder and Stoughton. 15s.), by Mr. Jerrard Tickell, is a novel with a foundation of truth, not in personalities, localities or details but in the overall conception of an idea. In 1944 a house in the Occupied Zone of France was observed to be flying a regular, though variegated, pennant system in the form of ladies' underclothes, and for one reason or another, this anomaly in an area which Rommel had ordered to be evacuated of civilians interested a certain Planning Staff in London. The result is marvellously well conveyed and, if not historical fact, is at least both entertaining and exciting.

Miss Yvonne Mitchell, who is a fine actress, and may soon be as good a novelist, has written FRAME FOR JULIAN (Hutchinson. 15s.), the story of an artist, working and existing in the south of France with his distracting, intelligent children and his lovely, wise wife; the whole family tormented either by the painter's moods or by the knowledge that another, nearby artist is inexplicably gaining the fame and money on which the more vulnerable one has counted. Forceful and with excellent characterisation.

Mr. Paul Ferris is a Swansea man by birth, and his novels treat of a Welsh seaport described with affectionate objectivity. THEN WE FALL (Hutchinson. 15s.) has gusto, a certain amount of humour, though of the kind less readily appreciated by the un-Celtic, and a neat line of plot. Above all, it is the national exuberance which, at best, can be a revelation and, lower down the scale, a diffusion.

WATER OF LIFE (Macdonald. 21s.) is one of these immense American novels which may have something of the effect of a dam burst. Mr. Henry Morton Richardson has

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NOBLE ENIGMA

A new biography of Alfred Nobel

Alfred Bernhard Nobel, the famed Swedish chemist and engineer, has not lacked biographers who have naturally focused full attention on the theme that the man who developed dynamite and nitroglycerine smokeless powders, making a vast fortune on the way, also did everything in his power to promote public interest in literature, the humanities, and the goal of peace. Whether or not Nicholas Halasz, journalist and American citizen by adoption, adds anything particularly new and revealing to our knowledge of Alfred Nobel is doubtful, but he asserts that he has had access to hitherto unrevealed material. We learn something of two women in Nobel's life who exercised a profound influence. NOBEL: A BIOGRAPHY (Robert Hale. 18s.) does emphasise the enigmatic nature of this man, who had a passion for poetry, wrote his verse in the language of Shelley, whom he revered, and finally succumbed to a heart stroke. The first manifestations of this prevented him from speaking any language but his native Swedish. Alfred Nobel died on December 10, 1896, with no one to whisper comfort to him in his last hours. He seemed a forlorn and forsaken figure, for all his wealth; but his championship of great causes has not been in vain, and the choice of the Scandinavian lands to make his awards has proved sound. He will continue to be remembered with gratitude, and the psychologists will no doubt go on probing his curious life.

Let us turn from the man who gave the prizes to a Nobel recipient, the Belgian Dominican monk, Father Dominique Pire, who received the Peace Prize for 1958 in recognition of ten years' dogged, devoted single-hearted work on behalf of those of Europe's displaced persons who, because of age, illness or infirmity, could not hope for emigration to the New World. EUROPE OF THE HEART (Hutchinson. 21s.) is Father Pire's autobiography. It is written with modesty and humour, and takes the form of informal conversations with his valued friend Hugues Vehenne. Many readers will feel that it reveals a crisply fascinating and paradoxical personality, and it brings a deeply heartening message.

"You must not flatter yourself that merely to produce children is sufficient. If you produce children, and bring them up as valuable citizens, that may serve. But," said Isabel Fry, that great modern teacher, "service is also not enough, for then you are a slave of the community." Well what did the woman want, you may ask? She wanted to see men and women as "inspired and inspiring creators of the world they live in," and the quality of her positive thinking in this direction is revealed by Beatrice Curtis Brown in her portrait ISABEL FRY, 1869-1958 (Arthur Barker. 21s.). The portrait takes the form of a brief memoir accompanied by excerpts from the writing of Isabel Fry. She was one of the eight distinguished children of Sir Edward Fry, the great Quaker jurist. This is a delightful book about a woman who wasted neither time nor energy. Every moment was deeply lived; other people were her abiding concern.

The latest addition to the *History of Religion* series is J. Maringer's THE GODS OF PREHISTORIC MAN (Weidenfeld and Nicolson. 42s.). The author describes the religions and cults of our earliest European forbears. Countless traces left behind by prehistoric man have been woven into an enthralling narrative.

THE ATLAS OF EUROPEAN BIRDS (Nelson. 70s.) contains 284 pages, 419 maps, and 355 gravure plates. The text gives a clear and concise account of each of the 419 species of European breeding birds. Each item in the text has its individual map indicating breeding areas throughout the world. This handsome atlas is a triumph of thoughtful production.

Here is something new, bright, colourful (and, of course, properly factual) in handbooks. THE HANDBOOK TO THE FEDERATION OF RHODESIA AND NYASALAND (Cassell. 3 gns.) covers over 800 pages and, dare one say it, fulfils a long-felt want in a most attractive way.

R. C. E.

written his saga about an American family brought up to the profitable business of whisky distilling, which process is described with an almost mystical aura in the early chapters. It has been observed that the excessive length of a novel is not necessarily a guarantee of change and development in characters. They may, as one of Michael Arlen's personages once observed, just " go awn and awn and awn." So it is, I 'm afraid, with this tome for all its liveliness and magnificent bathos.

MRS. HARRIS GOES TO NEW YORK (Michael Joseph. 10s. 6d.) proves at least one thing: that its talented author, Mr. Paul Gallico, is still happily in the throes of his love affair with England and the more cosy of its people, as exemplified by his Cockney charwoman, Mrs. Harris. In the present book she takes a wildly successful trip to New York only to return thankfully at length to Battersea. All this is a little sweet for some tastes, but, then, so are many love letters.

PISTOLS FOR TWO (Heinemann. 15s.) is a book of short stories by Miss Georgette Heyer, the first, indeed, to be collected by this elegant stylist of Regency romance, historical drama and detective mystery. Her devoted admirers, myself among them, will find it a refreshment and a delight. Mr. Tennessee Williams' short stories, a dozen of them, are dominated by the title story, THREE PLAYERS OF A SUMMER GAME (Secker and Warburg. 18s.), and understandably so. His manner remains paradoxically both acute and oblique and, although one may prefer his plays to his tales, this is still the work of an important American writer.

Finally, two detective stories by Simenon, SUNDAY and MAIGRET TAKES A ROOM (each published by Hamish Hamilton at 12s. 6d.) and each infinitely worthy of recommendation. **Vernon Fane**

A LESSER PEPYS

Between 1913 and 1925 four volumes of the Memoirs of William Hickey were published and excited considerable interest. Interest was certainly less than that which greeted the *Creevey Papers* in 1903. The matter held less to attract the political historian. But the memoirs were recognised as a very remarkable and colourful human document and full of light for the social historian.

Now Mr. Peter Quennell has re-edited the earlier part, restoring certain cuts deemed necessary by the moral conventions still obtaining up to 1925. His WILLIAM HICKEY (Hutchinson. 42s.) is admirably edited. It is natural to compare Hickey with Pepys and Boswell. All three were very frank about their sexual adventures, but whereas Boswell *boasted* of his amorous successes, Hickey took his sexual virility for granted and records without prurience, while Samuel Pepys recorded in code shamefacedly. But sexual adventures are but a small part of Hickey's memoirs and it may be we should get a better idea of the whole man if Mr. Quennell had rationed details of feasts and wine consumed and could have found a little space for Hickey's duller and soberer days. He wrote in old age and largely from memory, and the proofs of his astounding memory for trivial details are almost too good to be true.

For the social historian his picture of eighteenth-century life in the upper and middle classes in cities and in India is invaluable and always colourful, and fully confirms and authoritatively embroiders Boswell's *London Journal*. Perhaps the most remarkable phenomenon in his gallery was the boy Robert Pott whose pranks and influence on his elders *credo quia impossibile*. But then I find the eighteenth century as a whole incredible.

Mr. Quennell, triumphing over the difficulties of compression, has put a sparkling quart into a pint pot and earned the gratitude of a new generation that likes its liquor strong.

John Gore

In a scene from Lillian Hellman's new play, Ian Bannen, as Julian, hands out luxurious presents to his sisters, Carrie and Anna, played by Wendy Hiller (left) and Diana Wynyard

William Marshall as Henry and Coral Browne as Mrs. Prine

Below: From left are Diana Wynyard, Wendy Hiller, Judith Stott (as Lily, the child-wife) and Ian Bannen

TOYS IN THE ATTIC

at the Piccadilly Theatre

The passage of plays across the Atlantic from Broadway to London is fraught with difficulties: few serious American dramas, including those by Tennessee Williams, have had long runs in London since the war. (For some reason the journey in the opposite direction is more profitable—this season Broadway has been nearly taken over by English plays and players.) Lillian Hellman's *Toys in the Attic* is a case in point. On Broadway, this meticulously plotted play, set in the Deep South of shabby gentility and strange relationships, is having a long run. When it arrived at the Piccadilly Theatre, in a new production with an English cast, it received a notably less enthusiastic reception. The plot revolves round two ageing spinsters, Carrie and Anna Berniers, living in a decaying mansion in New Orleans. They are shocked when their ne'er-do-well brother Julian, whom they have saved repeatedly from bankruptcy, returns home, suddenly rich, to shower them with gifts. He expects them to be happy: they are miserable at his munificence. And Julian's child-wife, Lily, fears that now he is no longer dependent on her money, he is no longer interested in her. Her mother, Mrs. Prine, has retired into her lonely wealth with her Negro chauffeur Henry. When Lily and Carrie learn that Julian has gained his money in a business deal helped by a former mistress, jealousy impels them to destroy his success. The play is a cunning unveiling of the mesh of self-deception. But the stagnant claustrophobia and exoticism of New Orleans is lost in the transition to London.

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

Sir Edward Spears

Hanging behind Major-General Sir Edward Spears, chairman of the Council of the Institute of Directors, in his private office at St. Stephen's House, London, are photographs of military leaders in the First World War—top, the Earl of Ypres (godfather to Sir Edward's son); left, Sir William Robertson; right, Marshal Pétain; and bottom, Marshal Joffre. Sir Edward has had a distinguished career in both world wars, and has a long record of public service. He began his business career in 1934, and is now chairman and managing director of Ashanti Goldfields Corporation Limited, president of the British Bata Shoe Co. Ltd., and director of a number of other public companies. Born in 1886 and educated privately, he began his military career with the Kildare Militia in 1903, and joined the 11th Hussars in 1910. Sir Edward was in France at the outbreak of World War I and in 1916 became the youngest Brigadier-General in the British Army. He won one of the first Military Crosses for bravery in the field and has many other decorations. By the end of the war Sir Edward was head of the British Military Mission to the French Government. In 1920, he entered Parliament, as Member for Loughborough until 1924, and for Carlisle from 1931 until 1945. In the Second World War, he was Sir Winston Churchill's personal representative with the French Prime Minister until France fell, when he was instrumental in bringing General de Gaulle to England. General Spears helped de Gaulle build up the Free French Movement, and was appointed Head of the British Mission to him. From 1942-44 he was First Minister to Syria and the Lebanon. He was made a K.B.E. in 1943 and a baronet in the Coronation Honours. Sir Edward is an authority on West Africa, spending seven or eight weeks every year in Ghana and Nigeria. He has been largely responsible for the re-creation of the Institute of Directors, of which he has been president and chairman. An author of distinction, he has written three books on the interplay of political events and military strategy

FURORE OVER FORD: THE £129,000,000 BID

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

Seldom has there been as much excitement generated on the Stock Exchange, and indeed in Parliament, by any single business move as by the bid of £129,000,000 which, last week, the Ford Motor Company of Detroit indicated that it was about to make for 45·4 per cent. interest in the Ford Motor Company of Britain that it does not already own. It said it would offer a price of 20·50 dollars, or about £7 5s., for each of the 17,726,804 shares in question, which on the afternoon before it made its announcement were quoted at 91s. 3d. Within a minute of the opening of business on the London Stock Exchange the next morning, Ford Ordinary shares shot up by 46s. to 137s. 6d.; that evening they closed at 135s. Owners of the minority interest in Ford of England had seen an increase of about £40,000,000 in the immediate paper value of their holdings—though the American Ford offer, still not formally despatched to them, would still offer a considerable further premium.

Within a pretty short time after Question Time opened in Parliament the next afternoon, again the Ford bid was causing some excitement at Westminster, of a less joyous nature than in the City. Labour members, and certain Conservatives, were anxious about the fact that this would pass absolute ownership of more than 50 per cent. of the British motor industry into American hands, counting Ford and Vauxhall, which is owned almost entirely by General Motors (though it has a minor British financial interest, without voting power). They badgered the Chancellor of the Exchequer, Mr. Selwyn Lloyd, for assurances that the Treasury would not give its consent to the transfer of shares involved without Parliamentary approval; though he would not give this assurance, Mr. Lloyd indicated that his department would be taking seriously any implications for the future development of Ford in England that might flow from the proposed deal. He pointed out, reasonably enough, that U.S. Ford controlled the British company already; to which Mr. Gaitskell equally reasonably retorted, "In that case, what is the motive of the company in making this proposal?"

The implications of the deal for international Ford policy are indeed, perhaps not surprisingly, still unclear to English eyes. The American Ford Company already owned just on 55 per cent. of the British Ford equity; about another 15 per cent., incidentally, is said to be owned in the United States. That gave it utterly undisputed control; nor is this a company, in any case, where minority shareholders have had the least reason in recent years to question the policy of the directors, which has gone from success to success.

Ford of Detroit (or more precisely of Dearborn, Michigan) has, however, of late been collecting the control of its international motor manufacturing empire more completely into its own hands. Recently it bought out a good deal of the minority interest in Ford of Canada, its company from which American-style automobiles are exported to the British Commonwealth. Its branch in Germany, Ford of Cologne, is virtually a wholly-owned subsidiary already. The acquisition of all the Ordinary shares in the British Ford Company, it declared in the letter announcing that it was going to make the bid, would obtain for it "greater operational flexibility, and enable us better to co-ordinate our American and European manufacturing facilities and integrate further our product lines and operations on a world-wide basis."

It did, however, in this same letter, assure the board of the British Ford Company that the company would continue under their direction without change in its employment policy or in its development programme. And Sir Patrick Hennessey, chairman of the British Company, scouted fears expressed by M.P.s—and by certain Ford workers—that the shift to more complete American control would mean major shifts in policy. It would make Dagenham able to rely even more upon the assistance of Detroit, he said, which had the world's best automotive technicians and tremendous resources available for development.

The company based on Dagenham is already, on its own iniative, committed to very considerable further development. The investment of about £70,000,000 in capital facilities since 1954 has brought its manufacturing capacity up to nearly 750,000 vehicles, of which about two-thirds are motor-cars. But it is committed to spend more than as much again on extensions both at Dagenham and on Merseyside, which may raise its capacity to a total of about 1,000,000 vehicles, an increase of one-third. The development on Merseyside is one into which it was persuaded by the Board of Trade, in furtherance of the Government's policy for locating industry in places of persistent unemployment. Some undisclosed form of financial as well as administrative assistance from the Government appears to be involved here, as it has been for most of the motor companies who have agreed to set up plants in places they would not, themselves, have chosen; but the proportion of Government finance, if any, is certain to be very small indeed.

Certain M.P.s last week were questioning whether such assistance ought to be given to a company that was going to become entirely American-controlled; though nobody has ever publicly announced how much public money, if any, is involved, it seems unlikely from the Government's side that the nationality of ownership of the firm concerned would make any difference at all. This policy is concerned with the location of industrial plant in Britain in order to give employment in parts of Britain where it is hard to provide; any financial assistance involved is of the nature of partial compensation to the firms in question for accepting higher costs there than they might have achieved in locations of their own choice. Considerable inducements of this kind, for example, have been given to several major American companies that have settled down wholly-owned subsidiary plants since the war in Scotland and Northern Ireland. Employment is employment, whoever owns the employing company.

These remarks have to be written before any more detailed statement has come from the Government on this deal than Mr. Lloyd's few remarks the day after it became public. By the time they reach readers, the Government may well have made its views much clearer. I ought, perhaps, to say that I should be very surprised if the Treasury proposed to offer the least impediment whatever to the conclusion of the deal. No question of the transfer of control is involved in this case; ever since it began before the First World War financial control of Ford manufacturing operations in Great Britain has always been in American hands, though it has been delegated to local directors who were familiar with the commercial circumstances on the spot. The proposed transfer of shares, therefore, seems hardly to alter the status of Ford in Britain in any very significant way, from our country's point of view; certainly there is no indication that its main owners, soon to have complete ownership, would wish in any way to "run down" their main vehicle-manufacturing asset outside North America. The Treasury might possibly ask for certain assurances about employment, taxation, and the remission of profits from Britain to the United States; but it seems to me most unlikely to offer any significant objection to this shift of minority interest.

Ford of Dagenham is considerably larger than Ford of Cologne at present; there is a good deal of family likeness between their passenger car products. In a Western Europe of economic groupings, which may remain divided into sixes and sevens, but could at some later date unite into a wider economic union, the balance of advantage in supplying various areas of the market may well shift. There are Ford assembly plants in some of the richer importing markets for cars in Europe (as in the British Commonwealth), which at present often assemble American, British and German models on the same lines from kits of "completely-knocked-down" parts and components; it may well be that opportunities for rationalising exports and distribution within this European market, which may be the most rapidly expanding in the world over the next decade or so, can offer big business advantages to the Ford automotive empire.

The American market itself, moreover, is still in a state of flux; Detroit companies are turning out an almost bewildering array of compact cars, not quite-so-compact cars, and not-quite-so-big standard cars. While this degree of variation continues, the cost advantages Detroit can ordinarily gain over car-making anywhere else in the world are reduced, and the high cost of its labour begins to tell against it. For cars that it expects to sell in smaller volumes than its standard vehicles, or for parts of these cars, manufacture in the European plants, where the numbers produced are ordinarily much smaller but the labour costs are much lower, could offer some advantages. Opportunities of spreading research and design work over all the companies in the group, with lower eventual costs to each, could be taken.

Fears for the future of Ford in Britain may well be raised by any proposal of so great a magnitude; the Ford employee or the British citizen may well be forgiven for feeling that it must have more implications than have so far been disclosed. Such views are more reasonable, certainly, than mere nationalist resentment of "being taken over." This is not a takeover bid, as some Labour M.P.s who ought to know better have called it; Ford could not be taken over from British ownership because it has never, to any really powerful degree, been in British ownership. Since the turn of the century Britain has welcomed a large number of American companies such as this one; many of them have grown to make huge contributions to the British economy, though few quite so large a one as Ford of Dagenham. No sensible person, appraising the results, could suggest that the country has had anything but gain from welcoming them.

Uncertainty about what Ford may want to plan for the future of its various plants in its various countries, on the other hand, is perfectly reasonable—and something more than the initial explanations, from the managements in both countries, seemed to be required. But the British public and the Ford employee should recognise that Ford in Britain is in a position of commercial strength. In our own motor recession of this year, caused by a collapse of exports to the United States and by hire purchase restrictions at home, this is the one plant that has so far not yet had to go on short time, still less dismiss workers. It is fair to say that within its own market Ford of Dagenham has achieved quite as much as Ford of Detroit and Canada has in North America; it has a far bigger share of the British market than the Cologne offshoot has of the German. Outside America, Ford's manufacturing complex at Dagenham represents one of the top three or four automotive factories in the world; any owner would be wise to build upon its strength rather than divert resources to weaker bases elsewhere.

POWER FROM ABOVE

The British Insulated Callender's Cables Group, which supplies and installs overhead electrification equipment for British Railways, has recently augmented its research facilities by setting up a new laboratory at Tolworth, near Surbiton, in Surrey. The laboratory is designed specifically for research into the problems peculiar to overhead equipment. Of first importance is the achievement of absolutely uniform current collection from the static overhead wire traversed by a pantograph mounted on a moving train. Previously, designers had to rely for information almost entirely on observations made on the actual track; now, the scale model in operation at Tolworth is capable of reproducing all the dynamic mechanical characteristics of the full-scale equipment at simulated speeds of up to 100 m.p.h. The B.I.C.C. Group has this month completed two major electrification contracts for the Eastern Region of British Railways; their engineers played a large part in the development scheme on the Manchester-Crewe line for the London Midland Region.

Inside the new research laboratory of the B.I.C.C. Group at Tolworth, in Surrey, are (*above*) the two 80-ft.-long enclosed test sections of the scaled-down track, and (*left*) one of the model support structures

Right: One of the Eastern Region's new electric trains stands at a platform in the new Harlow Town station. In the foreground is part of the complex overhead electrification system. Last week Sir Brian Robertson, Chairman of the British Transport Commission, inaugurated the newly electrified line between Liverpool Street and Chingford, Enfield Town, Hertford (East) and Bishop's Stortford, by travelling in one of the multiple-unit electric trains

Sir Brian Robertson leans out of one of the new electric trains before it leaves Liverpool Street station. All the new trains were built in British Railways own workshops

Left: High-powered roof lights, 60 ft. above platform level, shine down into the darkness of Liverpool Street station. The new lights have replaced those which hung about 20 ft. above the platforms. In four months the whole lighting system at the station has been modernised, and more than 400 new fittings, many of them fluorescent, have been erected. Special horizontal strips highlight the ticket barriers, and the suburban train indicators. The electricians who carried out the scheme worked mostly from roof level, and did not erect any scaffolding. Liverpool Street, which was built 86 years ago, is used by nearly 200,000 people a day

The pipes lead to the refinery unit, operating at 40 deg. Fah. below zero, at the Mildred Lake pilot plant site on the Athabasca River in Canada

OIL FROM THE ATHABASCA SANDS

Despite occasional alarms, it is extremely unlikely that the world's oil supplies will be exhausted for many years to come. Since 1957, research has been going on in Canada on the feasibility of extracting the liquid carbons from the Athabasca oil sands, located along the banks of the Athabasca River, some 300 miles north and slightly to the east of Edmonton, in Alberta. It is estimated that the sands on or near the surface of an area of 30,000 square miles contain 40 billion barrels of hydrocarbon reserves—approximately equal to the total proved crude oil reserves of North America. Should an economic method to convert the reserves into crude oil be discovered, the oil sands and shale oil reserves of the Western U.S. could also be tapped. Nor is this all. As was mentioned in last week's Voice of the Commonwealth feature, exploration rigs will be sent next summer into Canada's Arctic north to substantiate geological surveys which indicate that oil reserves in the frozen north may be very large.

The Athabasca oil sands lie in the McMurray formation. They contain what are believed to be the world's largest hydrocarbon deposits. Numerous theories have been advanced about the origin of the deposits, but scientific opinion continues to differ. In 1957, Cities Service Company and Royalite Oil Co. Ltd., undertook an exhaustive examination of the problem of extracting the liquid hydrocarbons. Royalite conducted extensive core hole drilling on a 50,000-acre lease at Mildred Lake, about 30 miles north of McMurray, and Cities Services then carried out laboratory scale studies of various extraction methods. As a result of these studies, Cities Service acquired 186,000 acres where the sands are on or near the surface. In September 1958 work was begun on the design of a pilot plant, which went into operation in August 1959. Richfield Oil Corporation entered the project in December 1958, and Imperial Oil Limited in October 1959.

In the area, the sands range from 150 to 200 ft. in depth and are located on top of limestone. They are partially exposed along the banks of the Athabasca River. The group's engineers found the most suitable mining equipment in the Ruhr Valley in Germany—gigantic mining wheels for the commercial exploitation of brown coal. A smaller version was ordered for Athabasca, and is now in operation. Buckets fastened to the wheel dig into the mining face and drop their load on to

(*Continued on following pages*)

A local trapper passes the refinery unit at Mildred Lake, which has been in operation since the middle of last year

OIL FROM THE ATHABASCA SANDS

(*Continued from previous page*)

a conveyor belt. This conveys the sands to the extraction unit. The mining wheel itself rests on tractor treads, each with its own drive, and the control cabin moves up and down to permit the operator to be close to the cutting face. Constructed so as to counter-balance itself, the machine has independent drive on all operating equipment, making it an extremely flexible device. The diesel-electric model at Mildred Lake can handle 9,600 cub. yards per day. It has a 9-ft. diameter digging wheel fitted on to a 20½-ft.-long boom, capable of covering a wide area. On the wheel are fastened six 1·8-cub.-ft. buckets with erosion-resistant cutting edges.

The bituminous sands are delivered from the machine by its 38-ft.-long conveyor belt to the mobile extraction unit. In this the rocks and foreign material are separated from the sand. The second process consists of using a diluting agent—produced from the bitumen—to reduce the viscosity and specific gravity of the bitumen. Water is added, causing the sand to precipitate and free the diluted bitumen for further processing. The oil-free sand is discharged back on to the ground. From the extraction unit, the mixture of water, diluting agent and bitumen passes to a separation plant, where the oily mixture is separated from the water and then the bitumen is separated from the diluent. Virgin bitumen is split into two streams; one of them goes into storage for future use as fuel; while the other is

A bulldozer exposes a new level of oil-soaked sands along the banks of the Athabasca River

The mobile extraction unit returns clean sand to the mining area and forwards liquid hydrocarbons to the refinery. **Below:** The unit is fed with sand by a large mining wheel

subjected to further complicated processing.

Basing their calculations on the work to date, the research workers at Athabasca believe that it should be possible to design facilities to separate the bitumen at a reasonable cost. But the major hurdles are still to come. For the extracted bitumen is solid at atmospheric temperatures and contains 5 per cent. sulphur. Because of the high sulphur content, it is probable that hydrogenation is the only way to convert the bitumen to a low-sulphur crude oil. Intensive experimentation is being carried out by the group in this direction.

Life at the Mildred Lake Pilot plant site is extremely rigorous during the long Canadian winter, when temperatures are often a long way below freezing-point. A C-47 transport aircraft is used to fly in supplies when weather conditions permit. During the winter, the river between Fort McMurray and Fort McKay is often frozen over to a depth of 3 or 4 ft. At these times lorries and other vehicles use the frozen river as a road. One interesting feature about the area is that the oil-bearing sands retain a temperature of about 40 degs. Fah. above zero at a depth of 12 ins. or so even when the temperature of the atmosphere has fallen to 40 degrees or more below zero.

INDUSTRY AND THE STOCK MARKET

CREDIT WHERE DUE

By "THE SPHERE" CITY CORRESPONDENT

" We prefer to try to regulate our economy through the Budget and by monetary methods, that is by restricting credit . . . these are general measures which do not involve our telling the individual precisely what he is to do . . . of course these restrictions affect some people adversely. They are bound to do so. I regret it but this is unavoidable."

The company directors to whom these words were addressed recently by the Chancellor, Mr. Selwyn Lloyd, stared back rather coldly. The credit squeeze had nipped many of them painfully. They might be persuaded that the treatment was beneficial but they did not feel obliged to welcome it with relish.

Despite pleas from industrialists, the Chancellor has shown no signs of a softening of the heart or will. He continues to "watch the position." Meanwhile, nowhere is there more concern over the effects of the squeeze than in the board-rooms of the hire purchase finance houses. After October 1958, when the Government abolished all hire purchase curbs, business boomed. Cars could be bought over a four-year term or longer; down payments on household equipment, radios and television sets, were whittled to a minimum; and some hire purchase firms were so anxious to secure business that their agents were not over particular about the standing of the retailers whose sales they financed. The present decline in hire purchase sales of cars, television sets, etc. means, however, an uncomfortable drop in current earnings. Normally, financing hire purchase is an extremely rewarding business. Belatedly, less than three years ago, the banks began to realise that their own charges on loans and overdrafts, usually only 1 or 2 per cent. above Bank Rate, were not half so profitable. When a finance house charges 10 per cent. on a sum repayable over twelve months, the effective return on its money is nearly 20 per cent. For each month there is a repayment of capital which can be loaned again.

In the spring of 1958 credit curbs were relaxed and the banks began to link hands with the finance houses in fond alliances. The timing was excellent. By the autumn all curbs had been abandoned and hire purchase entered the most profitable phase in its history. Barclays Bank was the first of the Big Five to seek a bride. As the biggest bank it was natural that it should wed the biggest hire purchase company, and in July 1958 it bought for £4,000,000 a one-quarter stake in United Dominions Trust. In rapid succession Lloyds, the Westminster, Martins, the National Provincial, the Midland and others chose their partners.

United Dominions Trust, founded by the present chairman, Mr. John Gibson Jarvie, just after the First World War, has assets of £175,000,000 and earned nearly £4,000,000 in the year that ended last June. It was the company's fifteenth post-war consecutive record. U.D.T. has the unique distinction of being the only hire purchase firm in which the Bank of England has held shares. In the late '20's, Montagu Norman, then Governor of the Bank, sent for Mr. Jarvie to upbraid him over the company's use of inland bills of exchange. When Mr. Jarvie emerged from the Governor's parlour he had spoken to such good effect that the Bank had agreed to buy 250,000 U.D.T. shares as a mark of its approval, and the two men had become friends.

One of the most thrusting of the finance houses is Lombard Banking with total assets of more than £100,000,000. Last year, the first full year of hire purchase freedom, it doubled its profits to £2,400,000. But Mr. Eric Knight, the managing director, has recently warned that profits for the current year are under pressure.

Bowmaker's, formed thirty-three years ago in Bournemouth by two retired businessmen who found idleness irksome, sold a 25 per cent. share interest to Lloyds Bank for just under £3,000,000. Sir Arthur Morse, Bowmaker's chairman, caused a minor sensation two years ago by devising a scheme to finance share buying by easy payments and about 150 stockbrokers now accept business on this basis. Sir Arthur has spoken of the increased risks from low down-payments and longer time to pay that hot competition between the hire purchase companies fostered. Recently, however, he said that Bowmaker's had suffered little from this sort of " war."

Lloyds Bank has another major stake in hire purchase through its half-ownership of Olds Discount and Scottish Midland Guarantee Trust. The National Commercial Bank of Scotland owns the other half. Sir Oliver Franks, Chairman of Lloyds, has said that the return on this investment " was larger than could have been earned by the employment of these funds in ordinary banking." Mercantile Credit has two banking partners, the Westminster and Martins, which hold equally between them 40 per cent. of the Ordinary Shares. Its profits rose last year to £2,300,000. Its main operating subsidiaries are United Motor Finance Corporation, Mutual Finance and Manchester Auto Finance.

On the Stock Exchange, where coming events nearly always cast their shadows, prices of hire purchase shares have fallen in anticipation of less exciting results from the companies in the current year. It would be optimistic to expect any relaxation of the squeeze this side of Christmas. But if the Chancellor continues to " watch the position " he is likely to decide within the next two or three months that some extension of time to pay on hire purchase agreements—probably up to three years —can be allowed.

GOOD LIVING

by Ganymede

In this new column, the writer, a connoisseur of food and wine, will divert on various aspects of dégustation. He will discuss the vintages; give unusual recipes with the wines suitable to them; report on restaurants and their outstanding dishes; and review some of the many books which are published on the subject.

Lunching at the Savoy the other day I was reminded of the apparent predilection, of the restaurant kitchen at any rate, for the odd Russian dishes which invade the menu of this temple of classical cuisine from time to time. *La Pojarsky de Faisan Smitane* was one of the many choices for the main dish of the excellent lunch, and I could not resist it, so my companion and I both ordered it to follow our *hors d'œuvre*.

The bottle of light and mellow claret from St. Estèphe, a 1955 Château Meyney, we selected was just right to accompany the delicate, gentle flavour and smooth, creamy texture of this unusual dish. I had an opportunity of discussing our lunch afterwards with Monsieur Laplanche, the chef-de-cuisine. He explained to me that Russian dishes have figured fairly regularly on the restaurant menu ever since, some years before the war, there was a Russian native specialist employed in the kitchens.

Elaborate scale models of the Taj Mahal full of squiggly detail, and made of icing sugar; a ham glazed and made to look like a bird ready to fly at you; colourful Victorian flower arrangements of spun sugar; and whole landscapes of chocolate and marzipan are the always-recurring masterpieces seen at the majority of culinary exhibitions. The most realistic ones are usually decorated with cards announcing the gold medal awarded to their maker.

I believe that good food must have eye-appeal, but I abhor the tendency which encourages these monstrosities. One cannot help feeling that entries for competition are judged mostly by their appearance, and one wonders if the judges have bothered to taste the entries at all. The real artist in the kitchen should be able to create a fine work without making it look like something else. Clever arrangement on a dish and tasteful decoration with suitable garnishes—all edible and palatable—should be rewarded, but dressing up food to resemble something else is in my view inexcusable.

The organisers of the International Culinary Exhibition at Frankfurt, which I visited recently, must be congratulated on their courage and progressive thinking. To a great extent they have succeeded in eliminating a lot of this undesirable artificiality in the cold exhibits, by stipulating in the rules the need for simplicity, economy and edibility. They have gone even further than that. A large portion of the possible marks had to be earned by competitors cooking, in kitchens which were on public view, hot dishes in quantities sufficient to feed an adjoining restaurant. These dishes were not only exhibited, but eaten by judges and public alike.

Teams of four chefs from each country were competing in this way, and it speaks well for the much maligned British kitchen, that our team, consisting of William True (Imperial, Torquay) chef d'Equipe, William Barker (Mayfair Hotel), L. G. Coleman (Garrick Club) and Arthur Hitchcock (Hyde Park Hotel) won the highest possible awards. Their main dishes were just as popular with the visiting public as they were pleasing to the International jury. They were Steak, Kidney and Mushroom Pie, Moorland Pheasant Balmoral, Roast Stuffed Loin of Pork and Roast English Duckling, all served with the appropriate accoutrements. Teams from twelve nations took part.

An intriguing and amusing slim volume is published this week which will delight the admirers of the late Hilaire Belloc. It is called ADVICE (Harvill Press. 16s.) and it is a little gem, a literary and gastronomic curiosity. It contains his advice on wine, food and other matters hitherto unpublished. Evelyn Waugh explains in his preface that Belloc gave this manuscript as a wedding present, when he was sixty-five, to Bridget, second daughter of his dear friends, Aubrey and Mary Herbert.

Some of the advice is good common sense with which we can readily agree, a great deal of it is highly controversial, or perhaps more correctly, original, and a good bit of it is whimsical fancy, but all highly entertaining. To quote from the preface, " his interest in food, wine and domestic economy was strong, and idiosyncratic to the verge of perversity." This is reflected in the book. He advocates among other things that red wine should never be warmed, and quotes Rabelais to support his view. He advocates the use of a *Lazy-Tongs* corkscrew (with sketches), even for " fizzy wine " after the " mushroom-shaped excrescence " has been cut off with a sharp knife.

He gives detailed instructions for bottling wine employing a team of six, and this reads like the instructions for a party game. The author goes on to advise on the buying of wine giving full reign to his own peculiar likes and dislikes. Then he goes on to cooking, coffee and household management and ends with a postscript which is a brilliant example of ironical whimsey. Here it is:

To make good old Brandy out of Vile Stuff

(1) Pour it through the air into a large receptacle, *e.g.* from the top of the stairs into a bath below.
(2) Put into bottles, with a plum in each bottle.
(3) Stand it up *with no corks in the bottles*, for some two or three days, even a week—or three weeks.
(4) Put in a *drop* of Maraschino into each bottle.

The bottles are now old Brandy, and you can give them funny names, and drink the stuff out of big glasses and roll it around, warming it with your hands and smelling at it like a dog.

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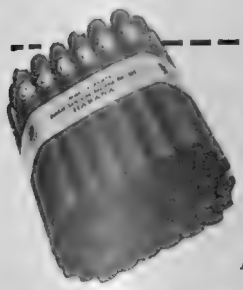

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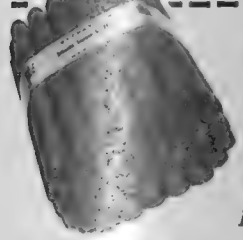

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MOTORING

THE ADVANCED TEST

Personal reminiscences of the London-Brighton run; "governed" engines on hired cars; and other information

By **COURTENAY EDWARDS**

The Institute of Advanced Motorists, which is getting ready to celebrate its fifth birthday, had 22,349 members when I checked recently. It has conducted 39,789 tests, and I was interested to learn from the secretary, Mr. Robert Peters, that nowadays a smaller percentage of candidates pass the test at the first attempt than in the Institute's early days. The figures for its first twelve months were: 60 per cent. passed, 40 per cent. failed. During the current year only 48 per cent. passed first time. Institute officials think the difference is due to the fact that the enthusiasts who rushed to take their test when the Institute was first formed were much better drivers, on the average, than those who are beginning to show interest in the work of the Institute to-day.

Only 10 per cent. of the membership are women, though I am assured their pass rate is as high as that of male candidates. "In the main they are more patient drivers than men," said Mr. Peters. "They are not as thrusting. When they fail their test it is usually because they were hesitant, indecisive and lacking in concentration. When they are good they are very, very good and when they are bad they are much more ready than men to listen to criticism."

The Institute has had to expel or suspend only forty-eight members (for drunken, dangerous or careless driving) and only 600 members have failed to renew their subscriptions when it fell due. Most of this wastage is attributable to death or emigration. Forty per cent. of all the candidates who failed the test at their first attempt had another go, and 86 per cent. of them have been successful the second time.

Many well-known people in politics, the entertainment world and motor sport figure in the Institute membership list. Mr. Ernest Marples, Minister of Transport, is among them. So is his predecessor, Mr. Harold Watkinson, now Defence Minister. Others include Lord Chesham and Mr. John Hay (Joint Parliamentary Secretaries to the Transport Ministry), Sir Richard Nugent, M.P., Ron Flockhart, Richard Todd, Dinah Sheridan, Victor Sylvester, Lord Moynihan, the Marquess of Donegall and Johnny Dankworth.

I had great fun driving down from London to Brighton in the R.A.C.'s veteran car run in Mr. Philip Fotheringham-Parker's 1896 Lutzmann. We left Hyde Park at 8 a.m. and reached the finishing point on Brighton Front at 3.40 p.m.—nearly eight hours later, and only twenty minutes inside the time allowed for the award of a souvenir plaque. The fact is, we had a bit of trouble. It was a lovely day, with the sun shining brightly, and the absence of rain kept us free from belt slip and ignition worries. But at Streatham Common one of the chains giving the final drive snapped, and forty-five minutes were lost while we had it welded at a helpful wayside garage. We were only 15 miles from Brighton when the next delay occurred. The Lutzmann has two huge external contracting brakes on the back wheels, and one of the brake bands broke at an awkward moment. We were going downhill at a smart 25 miles an hour and the road ahead was blocked by a traffic jam.

I shall never quite understand how Philip Fotheringham-Parker managed to stop that car. The Lutzmann brakes are operated by an enormous lever which the driver pushes forward. Philip pushed it so far forward that he nearly fell out of the car; what time he was frantically manipulating the tiller steering to help check the car's speed. The German-built Lutzmann is a wonderful old car. It has one huge cylinder with an open crank, and a big flywheel which looks like the wheel on an old-fashioned kitchen mangle. Even when flat out the engine turns over at only about 400 revolutions a minute. There is no carburettor. A wick feeds petrol from the tank to an evaporation chamber and you control the engine speed by regulating the quantity of air mixed with the petrol vapour, and juggling with the advance-or-retard mechanism on the trembler-coil ignition.

There is no clutch or gear-box. To get moving you use a lever controlling a fork to push the driving belt from the free pulley on to the driving pulley. That gives low gear. The sixty-four-year-old car has only one other. You get it by pushing the big leather belt on to yet another pulley. The car was in a sorry state when Fotheringham-Parker found it, and Jack Kemsley, famous rally driver, reverently rebuilt it for him at his garage at Orpington, Kent.

I have had a letter from a reader of *The Sphere* suggesting that it is dangerous for car hire firms to "govern" the speed of their engines. "It can be very embarrassing when overtaking," he writes. "Once you have driven a particular make of car you always expect a certain kind of performance from it and if the power is not there in an emergency it could lead to an accident."

A lot of people are hiring cars these days, so I thought I should look into this question of governing. I approached most of the big British hire firms and found that only one of them governs its cars. "The fact that we get more favourable insurance rates surely speaks for itself," I was told by the boss of this well-known company. "I think I ought to explain the method we use to govern our cars. We don't do it, as some people seem to think, by shoving a washer in the choke tube. That, I admit, *would* be potentially dangerous. It would cut the engine speed at all throttle openings.

"What we do is to fit a special Solex carburettor to all our cars. It has a spring-loaded butterfly valve in the throttle tube. At high engine speeds this valve is automatically operated by the pressure of the air being sucked into the carburettor. It partially blocks the intake pipe and so limits the r.p.m. to a predetermined figure. The thing to remember is that this valve does not come into use until high engine speeds are reached in any gear. It cannot affect normal acceleration until then. Our carburettors are set to chop about five miles an hour off a car's maximum speed in top and third gear. In the case of the new Ford Anglia, for instance, the engine speed is cut by about 500 r.p.m. to 4,500 and the road speed in top gear is reduced from about 70 m.p.h. to 65 m.p.h.

"We do it to save engine wear and to prevent clients going too fast in cars to which they may not be accustomed. This is more necessary than ever now that we are beginning to get motorways in Britain. To stop customers trying to override the governor by pulling out the choke to enrich the mixture, we have an automatic mixture control on all our carburettors." I should imagine the use of a governing device also improves petrol consumption by perhaps 10 per cent.

A spokesman for another big firm which no longer governs its engines told me: "We stopped when cars became more freely available. Governing was an advantage when we were forced to run the cars in our fleet for more than a year. We don't believe that by cutting the top speed you cut accidents. Most crashes occur at crossroads and not at top speeds on the open road. Another reason we dropped the use of governors is that it is not fair to the car manufacturers. It is not a good advertisement to take the edge off a car's performance."

In keeping with the vogue for "baby" cars is this small scooter, the Trobike. It is the latest creation of the Lambretta/Trojan Organisation and was on show for the first time at the Cycle and Motorcycle Show at Earls Court. Standing only 2 ft. high, with an overall length of 37 ins., the Trobike can be stowed easily in the boot of a car. The price, in assembly-kit form, is £35 10s.

Briefly. . . . Mr. Ernest Marples, Minister of Transport, stated in Parliament that motorway tolls were still under consideration by the Government. . . . The British Standards Institution is expected within a few months to complete specifications for vehicle noise-measuring instruments. . . . A Ford Anglia recently completed, at an average petrol mileage of 36 to the gallon, a 75,000-mile demonstration run which lasted 199 days, and took a full load of four adults and luggage through almost every country in Western Europe. . . . I saw demonstrated in London recently a new portable machine which makes possible quick emergency on-the-spot production of Scotchlite reflecting road signs. The police, local authorities and the motoring organisations should be interested. . . .

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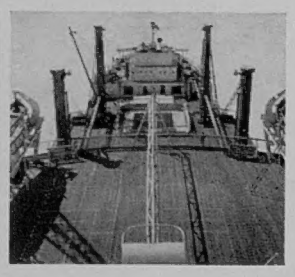

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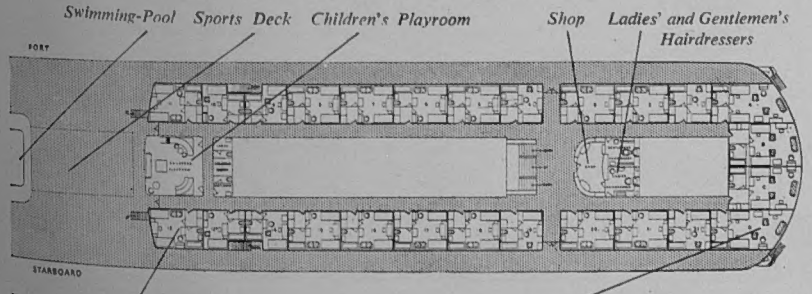

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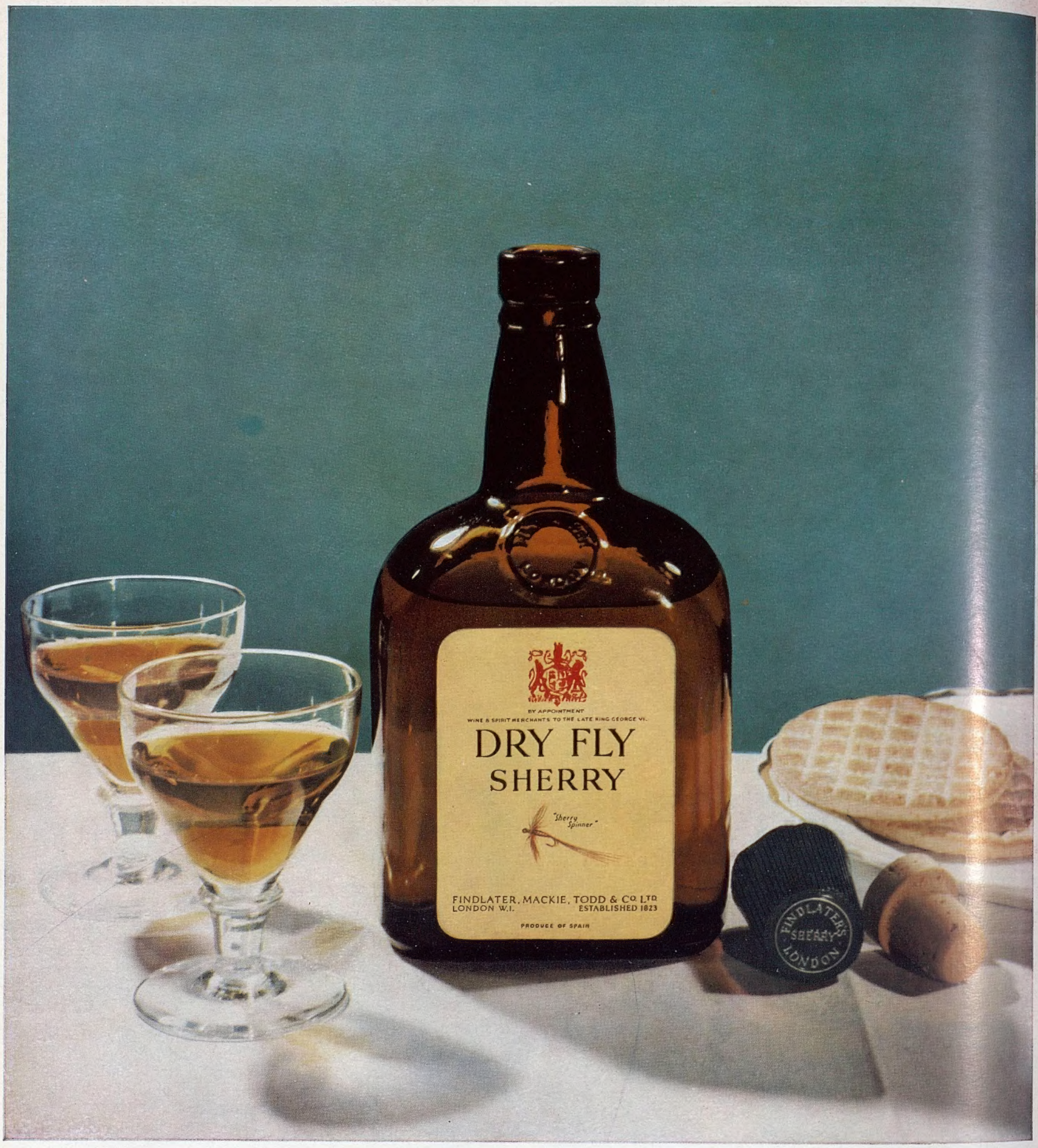

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